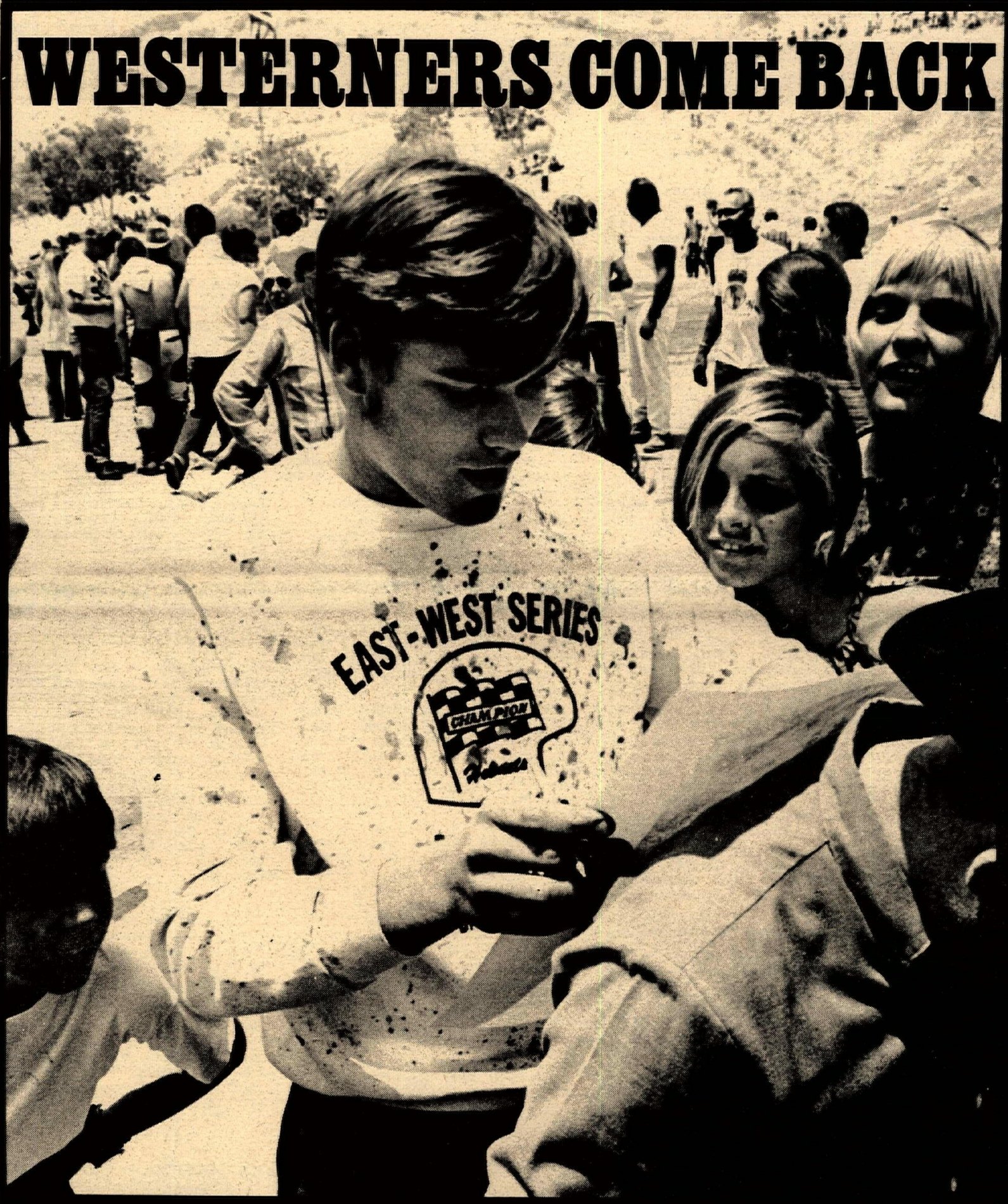
cycle news

VOLUME VII NUMBER 22 North & Western Edition June 16, 1970

# WESTERNERS COME BACK

25¢

## Sehl Invades Louisville




Jim Wilson, Greeves rider, West team captain, man about town and winner of all three East/West motos at Sunday's Bay Mare showdown, uses a handy back to autograph a souvenir photo of himself for a motocross fan. Turn to page 20 to see how the West was won. Greg Westmoreland Photo.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

# CALENDAR

## REGULARLY SCHEDULED EVENTS

### EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

### EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

### EVERY SATURDAY NIGHT

TT RACING, Elsinore Rack Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

### 3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

## COURSES FOR RENT

### ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

### TUES.–FRI., JUNE 9–12th

2nd NORRA BAJA 500, Ensenada to San Felipe and return. 26 bikes entered, leave at 12:01 on May 10. Cars leave one hour later. Maximum duration 30 hours.

### THURSDAY, JUNE 11th

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125 and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: 213–923–9132.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

### FRIDAY, JUNE 12th

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Brelsford, and Seabourne. Adults $2.95, Juniors $1, under 8 free.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl, night races. $2 entry, AMA Sanct. Admission $2, kids under 12 free. All classes. Info: (209) 368-7182.

TT RACES every Friday night at Graham Speedway, 9 miles south of Puyallup, Wash. Qualifying at 7:30 pm, races at 8:30 pm.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

### SATURDAY, JUNE 13th

SPORTSMAN SHORT TRACK by North Bay M.C. at Sonoma County Fairgrounds in Santa Rosa. Race at 6:30 pm. Info: (707) 542-0287.

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

SCRAMBLES by Jackrabbit TT at Elsinore. Dist. 37 points. Big bikes practice at 5:30, race at 6 pm. Ultra at 8:30 pm, lightweights at 10:30 pm. Info: (213) 869-0600.

AMA PRO HALF MILE, at Clovis Rodeo Grounds, 10 miles N.E. of Fresno, Cal. $600/40%. Trials at 7 p.m. races at 8:30 pm. Info: (408) 438-3210.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6 pm, practice at 7:30 pm, races at 8 pm.

CERA MEETING at Swinging Safari Patio, 9872 Lincoln Ave., Anaheim, 300 ft. west of Brookhurst. Starts at 8 pm.

### SAT. & SUN., JUNE 13 & 14th

ENDURO, 200 mile Mike Stewart Memorial run, with all proceeds to the American Cancer Society, at Lee's Camp, Ore., 26 miles east of Tillamock. Pre entry $5 for two days, $3 for one. Camping available. Mail entries to 403 Kimick St., Oregon City, Ore. 97045.

DRAGS at Southland Dragway, Houma La. Southern National Championships. No pre-entry. AMDRA Record Runs.

### SUNDAY, JUNE 14th

SCRAMBLES by Soth County M.C., at Harris Ranch, 7800 Cienega Rd., Hollister, Calif. all classes, practice 9 am, race at noon. Admission $2.

MOTOCROSS by Sidehack Assn. at Bay Mare. Dist. 37 points and motocross numbers required. No pie plates, no pit racing. Mail entries $3 to 3300 Carlyle St., L.A. 90065, close 6/10. Post entry $5 open 7 am close 9 am. Info: (213) 257-7132.

TT RACING by HRA at Huntington Beach Cycle Park. Signup 9-10:30. $2.25 HRA members. Non members ride expert. (714) 897-4458.

PRO FLAT TRACK by Motorcycle Promotions Inc. at Heart of Texas Coliseum, Waco, Texas. Trophies for sportsman, 40% of gate pruse to pros. Concrete, 1/8 mile track. Admission $1 to $3.50.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

ENDURO by Everett M.C. Follow markers east from Startup, Wash. on Hwy. 2. Mail $3 entry to Box 1062, Everett, Wash. 98201 before June 10. Riders out in order of signup. Starts at 9:30 am. Trophies for 100, 200, 250, Open and Powder Puff.

SCRAMBLES by Westside Eagles, on Hwy 132, east of Modesto. AMA sanct. Signup 8-11 am, practice 9-11 am, race at noon. $2 ride or watch. Signup practice. 8-11, race at Noon. Info: (209) 537-2426.

POKER RUN by Gustine M.C. at Gustine Henry Miller Park, Limed from Hwy 33 to park. Signup 9-11 am, at Burger Hut. Checkin deadline 3 pm. AMA sanct., entry fee $1.50.

MOTOCROSS by CMC North at Dunlap Cycle Park (35 mi. E. of Fresno – right at Clingans Junc.) 40% of gate to Srs., big brass for Jrs. $5 mail/$10 post entry. CMC membership required. Mail entry closes June 12. CMC, 3143 Sheffield Pl., Concord, Calif. 94520. Info: (415) 682-3543.

MOTOCROSS by Kern County Trailblazers M.C., at Poso Park, 18 miles N. of Bakersfield on hwy 99. All classes. AMA sanct., Dist. 35 points. Out of Dist. cards honored. Practice 8 am, first race at 10 am. Post entry $4, mail entry $2, to 240 E. Ash, Shafter, Calif. Mail closes June 11. Info: (805) 746-4058.

SPORTSMAN ROAD RACES by Pecos Valley Thunderbirds. AMA sanct. Airport course, Roswell, N.M. Five classes.

HARD AND HOUND by Desert Turtles M.C., at Hi Vista, limed from 140th St. E. and Ave. J. AMA Dist. 37 points. No mail entries. Starts at 10 am. Info: (213) 733-0921, 865-2603.

TRIALS at Daroga Park. PNTA sanct. Ex., Am. and Nov. classes. Start at 11 am. Orondo, Wash., 23 miles N. of Wenatchee, east side of Lake Entiat.

TT SCRAMBLES at Sunny Valley Speedway, 14 miles north of Grants Pass, Ore. Practice at 11 am, race at 1 pm. Smooth 1/2 mile course. Info: (503) 476-4018.

MOTOCROSS by Tijuana M.C. Take Hwy toward Tecate to Rodriguez Dam. Entry $3. Info: Javier Tiznado, 99 Chulavista St., T.J.

### MONDAY, JUNE 15th

SPORT RIDING. Huntington Beach Cycle Park. Class A bikes on new speedway course. TT bikes on TT course $1.50 per bike and rider. Minibikes on minibike course $1.00. 10-4. Info: (714) 897-4458.

### THURSDAY, JUNE 18th

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125 and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213– 923-9132.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

### FRIDAY, JUNE 19th

TROPHY PRESENTATION by Antelope Ramblers M.C. and Invaders M.C. At Carpenter's Hall, 7500 Van Nuys Blvd., Van Nuys. Trophies for Hard and Hound and Hare Scrambles. Starts at 7 pm, free beer and live music.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl, night races. $2 entry, AMA Sanct. Admission $2, kids under 12 free. All classes. Info: (209) 368-7182.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

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MOVIES by Pacific Coast Honda, at Peck Park Auditorium, 500 N. Western Ave., San Pedro, Calif. Free admission and refreshments. Starts at 8 pm.

### SATURDAY, JUNE 20th

3rd ANNUAL HEMET CYCLE TOUR by Terrapins M.C. in Hemet, Calif. AMA sanct. Mail entry $3 to 4010 Thorn St., San Diego, Calif. 92105. Post entry $3.75. Signup all night Friday. Info: (714) 281-2150.

(Continued on page 31)


RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

June 21st – Carlsbad Raceway (Golden State Series)

June 28th – Saddleback (Golden State Series)

July 5th – Perris Raceway

July 19th Saddleback Park

– RAIN or SHINE –

3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

the ACTION'S at SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

JUNE 14
Minibike Scrambles

JUNE 21
ACA Motocross
SCTA Riding School

JUNE 28
CMC Motocross

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK

BOX 2455, ORANGE CALIFORNIA 92667

Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

Another First For CMC Thursday NIGHTS

MOTOCROSS Every Thursday

Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates

ASCOT PARK

183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

# SEHL INVADES LOUISVILLE

By Don Woods

LOUISVILLE, KY. June 6, 1970 – The invasion of Europe was not the only thing that happened on this day, as the Canadian invasion of American dirt tracking reached a high point tonight, with Dave Sehl winning the 10 mile National Championship race here at Louisville Downs.

The Louisville race is one of the most spectacular on the championship trail, drawing fans from a wider area than any other dirt track National. This year there was S.R.O., and the weather was a just perfect 70 degrees for the fans and riders. Several days of rains had packed the limestone track and it was in the best shape ever for the bikes.

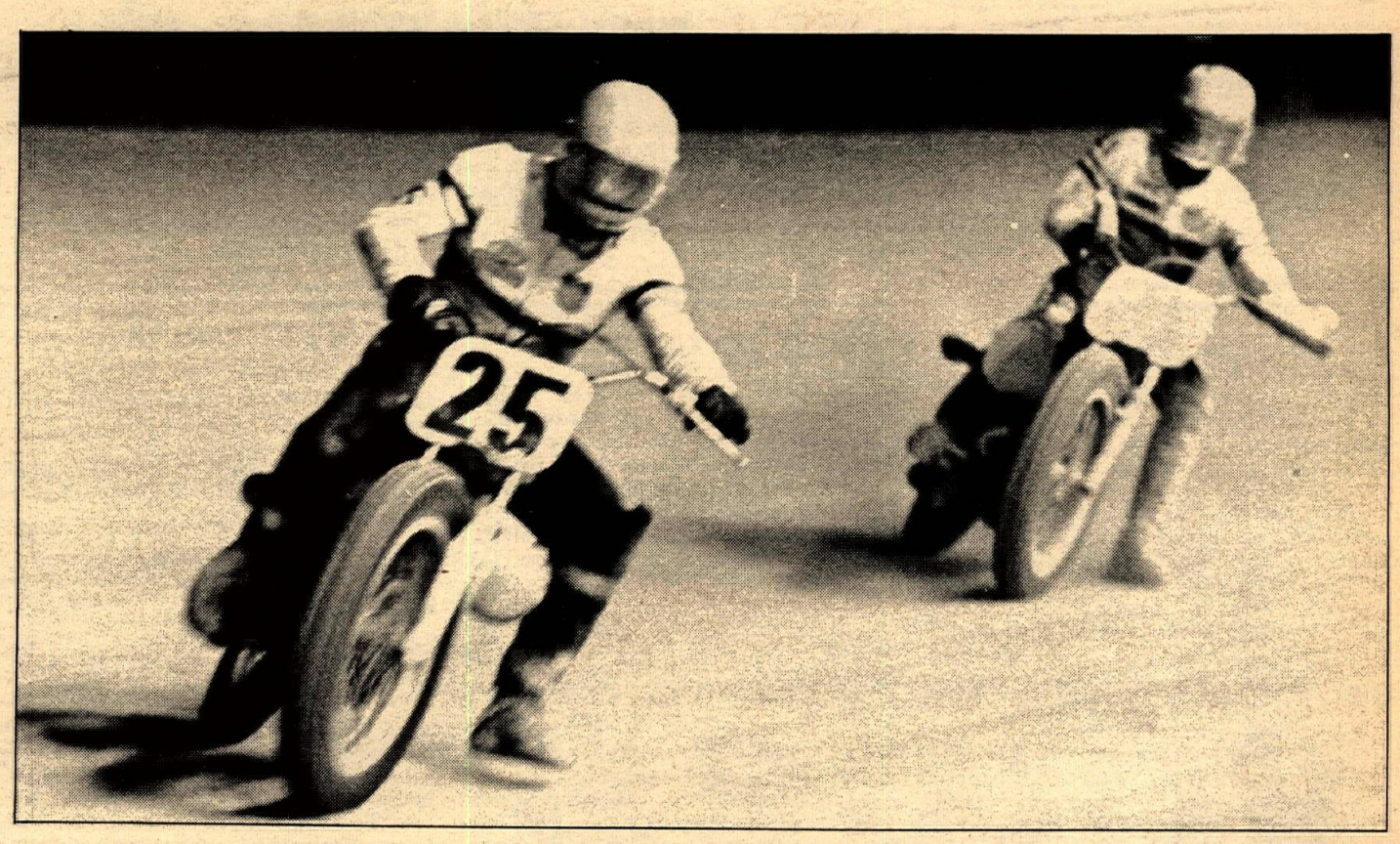
As practice and qualifying got underway, 62 Experts and 64 Amateurs were entered, and one Expert commented that he would have to really gas it to make the program, which was limited to 36 riders. Another rider replied that he would really have to gas it if there were 37 entries!

And did they ever gas it!

Dick Mann wound up fastest qualifier but only by a fraction of a M.P.H. All of the riders that made the show were right in there behind him.

The track was so smooth that many were getting their feet up about half way through the turn and sliding out of the corners with their feet on the pegs. It was really spectacular.

Dave Aldana came out to qualify and made his laps without ever putting his foot down. Sometimes he had it on full lock, and it was probably the prettiest ride since Resweber was racing.



Harley factory rider Cal (25) Rayborn raced with eventual winner Dave (80T) Sehl for several laps.

The first Expert elimination heat got underway, with Gene Romero taking the lead in the first corner and Jim Rice right behind him. Fast qualifier, Dick Mann, had a loaded up engine and was bringing up the rear with Bart Markel, who was having the same problem.

Rice was trying to catch Romero, but Burrito wasn't having it. Romero took the win, with Rice second and Keith Mashburn taking third, and the last spot to make the feature. During the race, Mann's bike got cleared and he just let it hang out all the way around, passing enough riders to get a spot in the Semi.

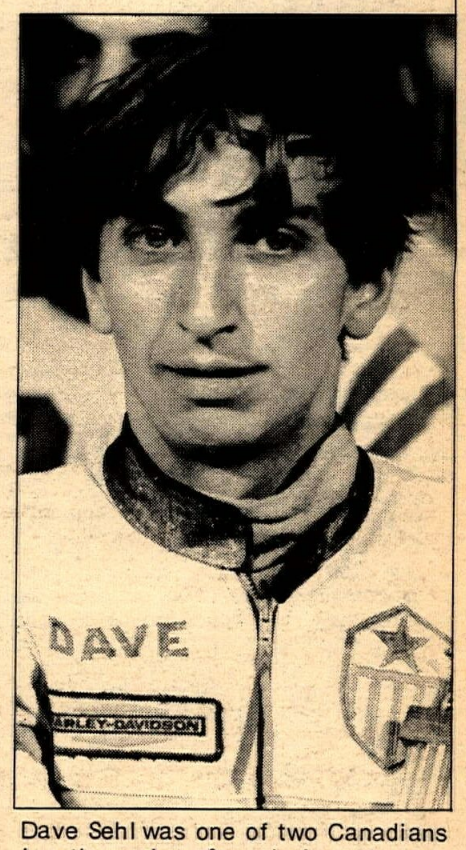
The second heat saw a surprise threat make itself known. Cal Rayborn, looking like he was at Daytona, just ran off and hid from everyone. Earlier in practice, Cal had gone to school from Bart Markel, riding right on his rear wheel for the whole practice session. Rayborn was looking more like Markel than Markel does. Larry Palmgren and Mark Brelsford were second and third.

The third heat was a Harley race between Dave Sehl and Mert Lawwill. Lawwill just couldn't catch up with Dave, though, and it looked like Sehl had an easy win. Then, on the last lap, Dave's engine seized and he backed off the throttle for a second. When he got back on it, it seemed to free and run all right. But Lawwill was gone by this time, and Sehl had to settle for second. Third was Ronnie Rall.

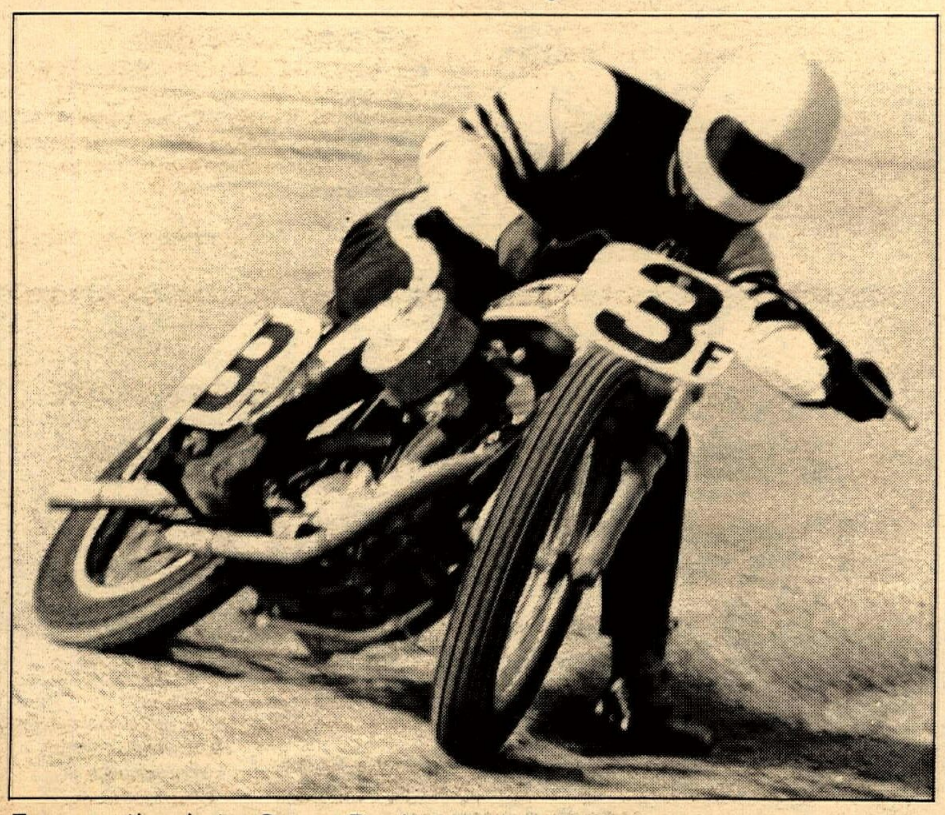
The Semi was the last chance for three riders to make the National. This year it seems that every Semi at a National is about like a National in itself. This one was no exception. Mann had his engine problems cured but couldn't cure Don Castro. Castro was moving! Larry Darr, Chuck Palmgren and George Roeder were stuck together in the race for third. Dave Aldana was going thirty miles an

(Continued on page 24)

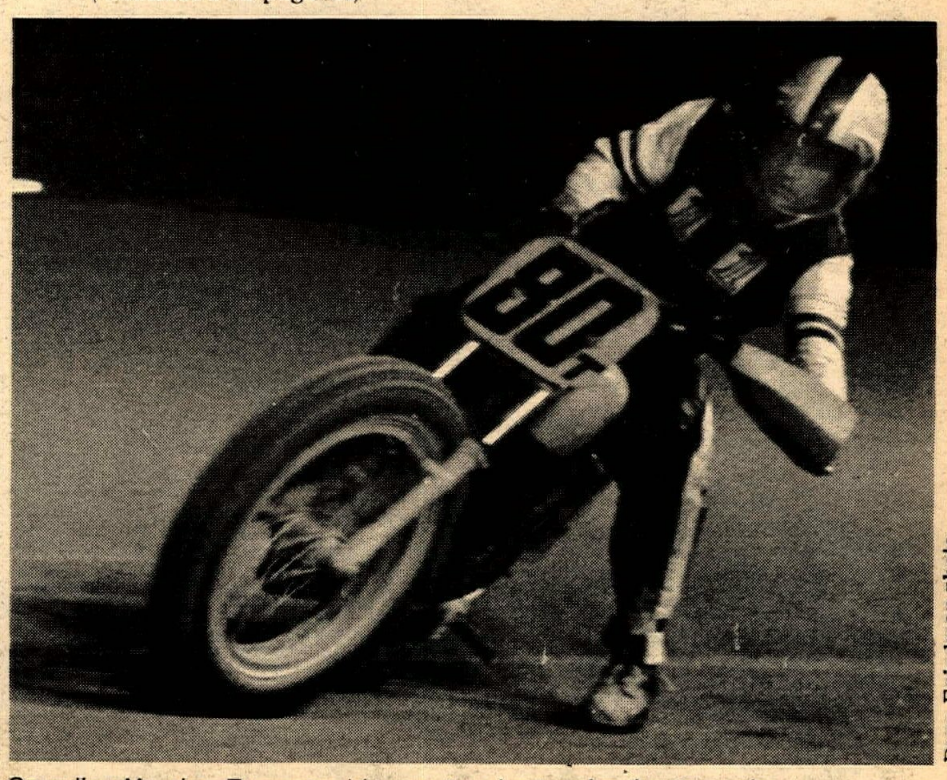
Californian Gene Romero slides feet up through corner.




Dave Sehl was one of two Canadians in the winner's circle. Maurice Fraiser won the Amateur event.



Former national star George Roeder returns to action in top form.



Dave Friedman photo

Canadian Maurice Fraser on his way to wire to wire Amateur win.

# cycle news

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# voices

## DIRT DIGGERS FOR M.O.R.E.

With all the unfair legislation, concerning motorcycles that is coming out of city, county, state and federal government agencies, our club has decided to do everything possible to fight this unfair legislation.

The first step we have taken was to join Russ Sanford's M.O.R.E. Our club has 65 active members. Add to this the member's families and M.O.R.E. has grown by over 100 supporters.

If all motorcycle enthusiasts and clubs would follow suit, Russ Sanford would become a lobbyist with whom our elected representatives would have to deal with.

This coming June 27 and 28 we will be holding our 3rd Annual All States Championship Scrambles at San Clemente, Calif. We will have M.O.R.E. registration forms at the sign up booth. If you will fill one out and give us a dollar, we'll send it in for you.

It is not too late to save our sport as we now know it. Meanwhile Russ Sanford is our main in Sacramento.

JIM PETERSON, President
Dirt Diggers M.C.

## ALIVE AND WELL

Generosity, hospitality, and plain ol' comradarie are not dead! They are alive and well in Corona under the name, Corona Cactus Cats M/C.

During Greenhorn '70, this club gave me, a non-member, invaluable help at every stop with parts, tools and encouragement. While I was out doing the desert, they chaperoned my bewildered pit crew (color it wife) from check to check, refusing to allow her to follow her natural tendency to become hopelessly lost. After five hundred miles and two days of their assistance, thank you hardly seems enough; But THANK YOU Cactus Cats.

JOHN TAYLOR
Corona, Calif.

## SYMPATHY AND ADVICE

Steven M. Sibley was laid to rest on June 3, 1970 following services at Mc Cormick Mortuary of Hawthorne, Cal. Steve suffered fatal head injuries while riding a borrowed motorcycle.

I would like to extend my sympathy to his family and friends, and enclose a message to anyone who rides a bike.

"When you climb on a machine, buckle on a helmet."

BOB HILL
Gardena, Calif.

## WHY IS IT?

Why is it that the sponsors and mechanics have to pay to get into the race track? After all, thousands of dollars are being spent buying the motorcycles, traveling time wasted getting to the track and back, as well as the maintenance of the motorcycles. Still the owners of the tracks charge the mechanics and sponsors to get into the track. To me, it is very unfair. Without the sponsors and mechanics they would have no motorcycles or riders to compete in the races. There is sometimes as much as $100 a week spent by sponsors for repairs, etc., as well as the mechanic's time. It would be nice if all the sponsors would get together and boycotted the tracks. I feel the track owners should give the sponsors and mechanics special passes to the track.

I hope that many other sponsors read this column and join with me in advising track owners that such a policy is unfair. Most of the time the efforts are being run for trophies. You can't spend or eat trophies.

Track owners should also take into consideration the fact that because of sponsors and their crew, many friends are drawn to the track who are all paying customers.

RUDOLPHO CONTRERAS, D.C.
Montebello, Cal.

## TELL US ALL ABOUT HIM

Would you please tell me and all my friends all about the dreamy boy who wins almost all the motocross races, I have heard that he is 13 years old, is this true, where is he from, and what school does he go to? He rides a boss yellow Maico No. 52.

P.W.
Norwalk, Calif.

**Although we can't be sure about the "dreamy" part, the rest of that description fits only Larry Watkins of Newhall, Cal. Larry is 13 and a successful AMA Amateur...Ed.**

## OUR COUNTRY?

I have been going to the desert for many years and have always thought it a very beautiful place. Until I purchased a motorcycle, I have not been able to enjoy it as it can be enjoyed. As I have to work for a living, I don't have time to walk or ride a horse over the whole desert.

With a bike I have seen more country than I could possibly see in a lifetime if I have to "hike it" as the so-called conservationists or bird watchers would like me to do. Why have something you can never see, anyway? Now that we've found a way to enjoy it, they want to take it away from us.

I think you will find that most of the people that want us out are people who can afford to ake days and weeks off to go to places myself and others can't possibly get to on weekends without bikes. The other part are government workers (whom we pay) who are afraid they may have to work a little harder if there are more of us enjoying our (OUR?) free and open country.

I'm afraid I have been like the rest of the "Silent Majority" in that maybe we have to much faith in our government leaders. If we don't tell them very loudly and firmly what we want, they will give us just what they want.

I will be writing my representative of my feelings and I hope other readers of Cycle News will do likewise.

CHARLIE McPHERSON
Paramount, Cal.

## WE NEED HELP!

We are a club which are primarily organized around motocross, scrambles and flattracking. Two things we do have — some very rough land to use and a lot of enduro type machines. The solution is trials competition. As far as I know there are no meets or ganizations in Texas for trials. No one in our club has ever been to a trials meet. We need help! What basis to use for scoring etc. etc. Could you tell us an information source or if this is printed — would one of the readers help us.

RUSTY SEWELL
Texas A&M Motorcycle Club
105 Boyett
College Station, Texas

**There used to be trials clubs in Texas. If they are still active perhaps they'll write to you. One of the more active trials groups in Southern California is the S.C.T.A. You may write them at 451 N. Palm, La Habra, Cal. 90631...Ed.**

# Sanford Selected To U.S. Council

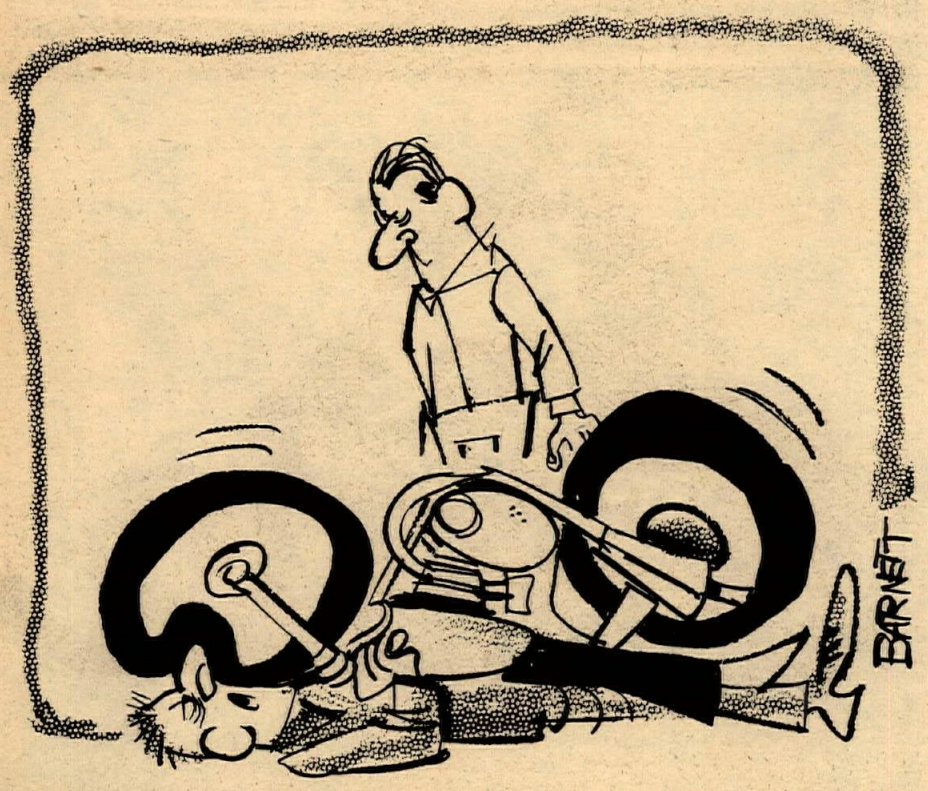
SACRAMENTO, CALIF. May 20, 1970 — Russ Sanford, President of Motorcycle Owners Riders Enthusiasts (M.O.R.E.) has been selected by Agriculture Secretary Clifford M. Hardin to serve on the Advisory Council for the Pacific Crest National Scenic Trail.

The trail, which will traverse Washington, Oregon and California from Canada to Mexico, was designated under the National Trails System Act which was signed into law by former president Lyndon B. Johnson in October, 1968.

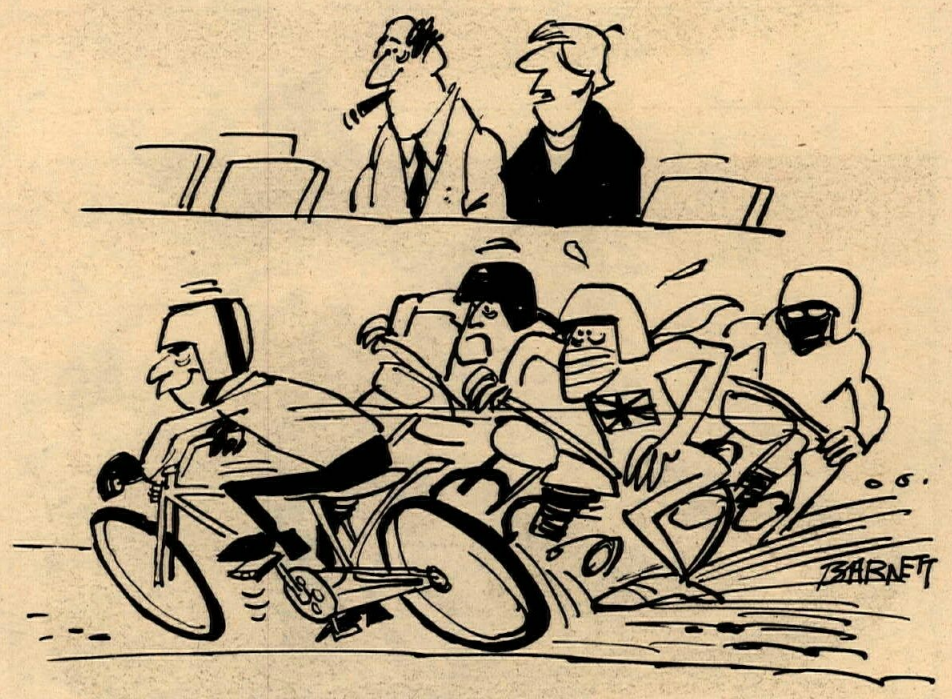
Although the Pacific Crest Trail is for hiking and equestrian use only, Sanford will represent the interests of the recreational vehicle users of the public lands through which the trail passes.

Besides founding and directing a statewide organization of responsible and respectable motorcyclists, Sanford is the registered lobbyist for California's motorcycling enthusiasts. He also authors articles on motorcycle legislation and recreation.

Sanford has long been associated with the outdoors, both in Scouting and in recreational capacities. He brings to the Council the new image of motorcycling: that of the conservation-oriented, responsible sportsman.




"WHEELIES JUST AREN'T MY BAG!"




"THAT KID'S GOING TO BE DYNAMITE WHEN HE GETS AN ENGINE!"

# DAVE SCOTT TAKES TWO

Story and Photos by Dennis Greene

ORANGE COUNTY, CAL. June 7, 1970 – The A.F.M., in an effort to expedite a long race program, tried several new ideas at their road race here at Orange Co. Intl. Raceway Sunday, including the elimination of heat races.

A great deal of time had been lost in getting everyone out on the race track and lined up for the event. The riders now know that they will be competing but once in each class. Consequently, when their class was called they were there. Part of the time that is saved by not having to hunt, pick and wait for the riders to come to the line has been given back to them by extending the length of each race.

As an addition to the program, a special event was run which matched George Kerker on his hand made Moto Guzzi and John McGilivry on his 'snortin' Norton against the track owned Porsche. Both riders left the car far, far, back in the dust.

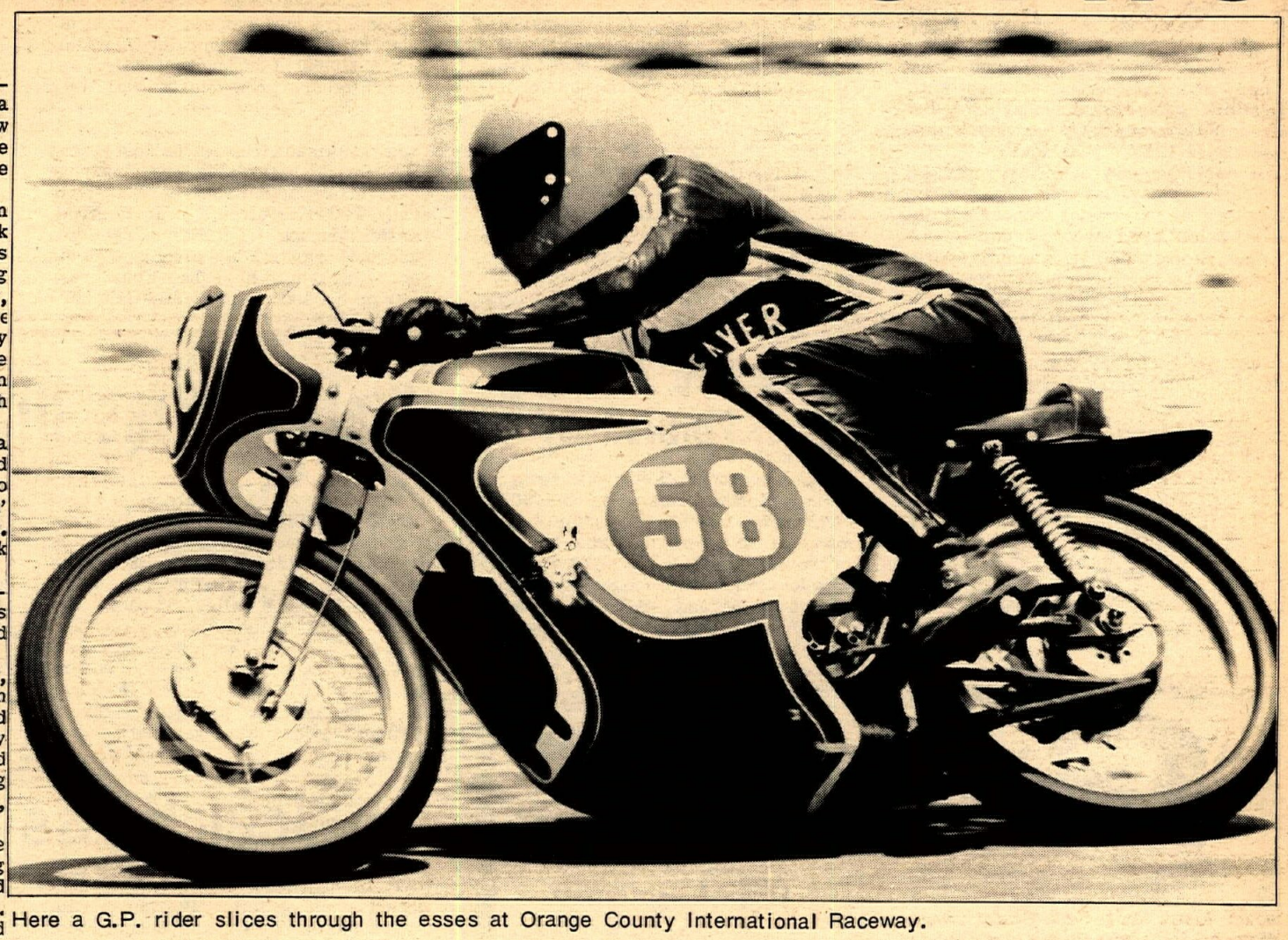
In the regular events Dave Scott showed he was equal to anyones challenge, as he came home first in the 250 G.P. and 350 G.P.

Returning from their Canadian tour, the triumphant side car team of Dean Hummer and Roland Gulbransen showed how they earned that large #1 that they carry on their Harley-Davidson powered side car, as they took the checker flag far ahead of their nearest competitors, Ossie Avee and Walt Garnett.

Many of the better known riders were not in attendance because of the long drive back to the A.M.A. National Road Race in Laconia the weekend of the 14th. This did make a more evenly balanced race for the remaining riders.

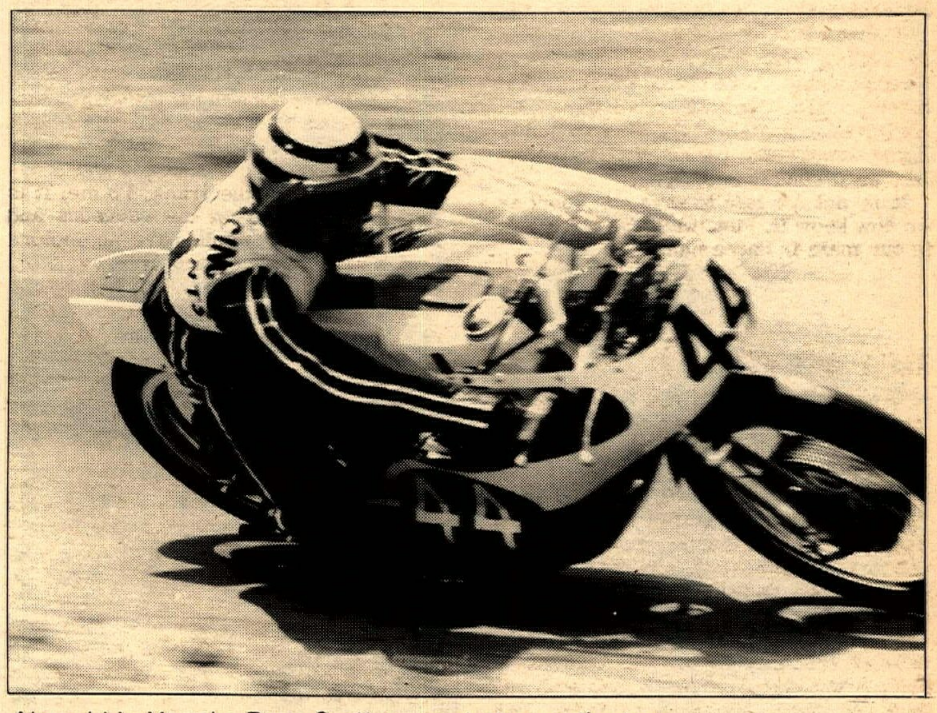
However, Art Baumann, ninth in the current AMA National Point Standings, was on hand with his super quick, 500cc Suzuki and won the Open Grand Prix event. George Kerker took home the honors in the Open Production class.

(Results on page 22)

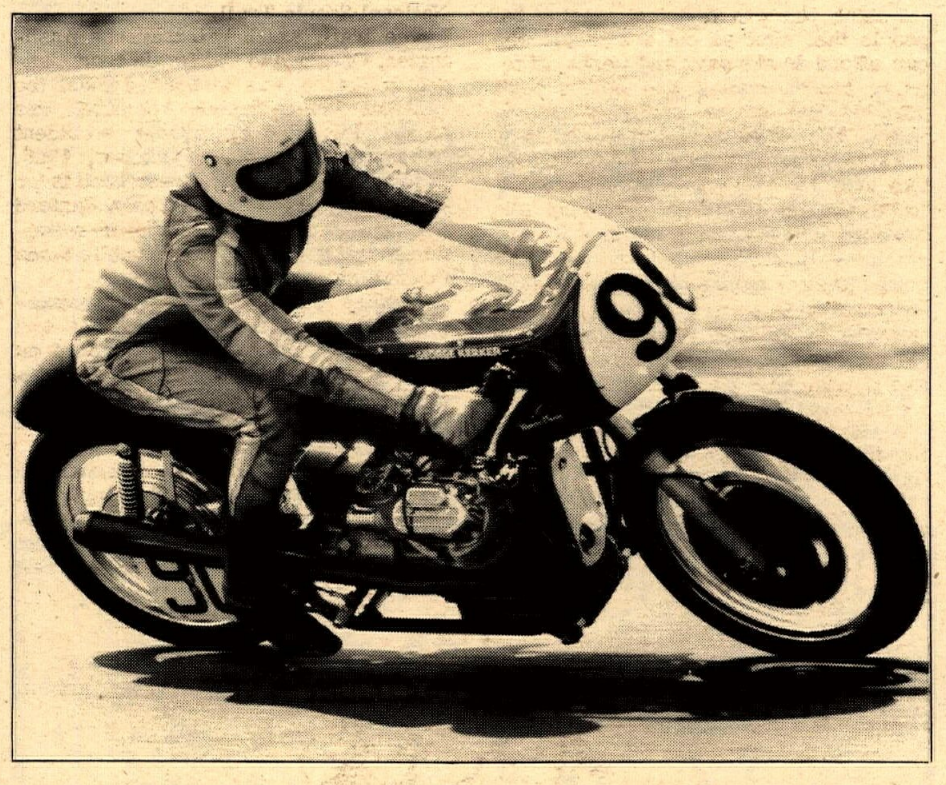


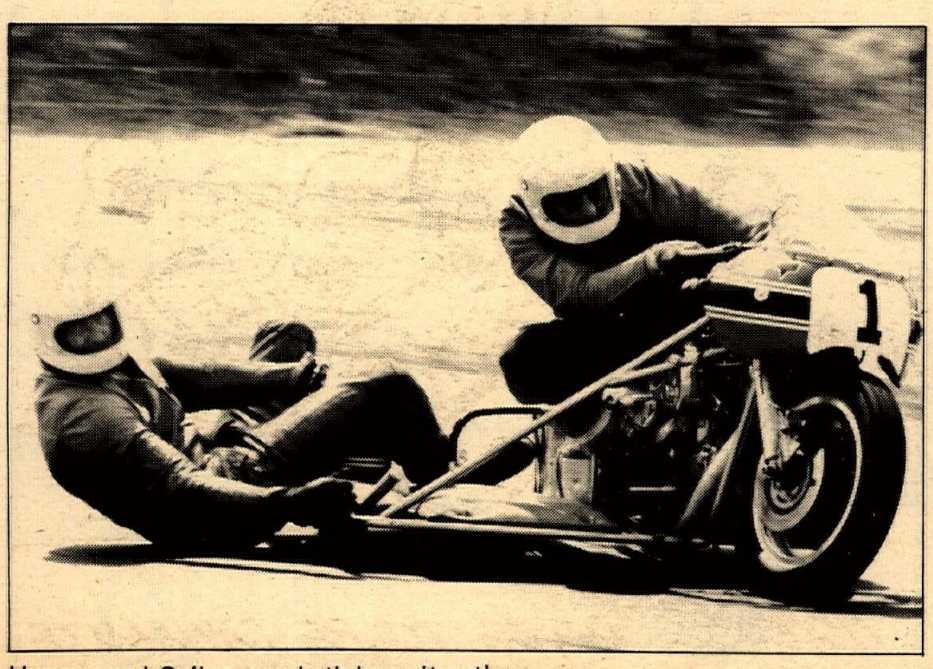

Here a G.P. rider slices through the esses at Orange County International Raceway.

The beautifully constructed Moto Guzzi is shown here with its inspirator George Kerker aboard.

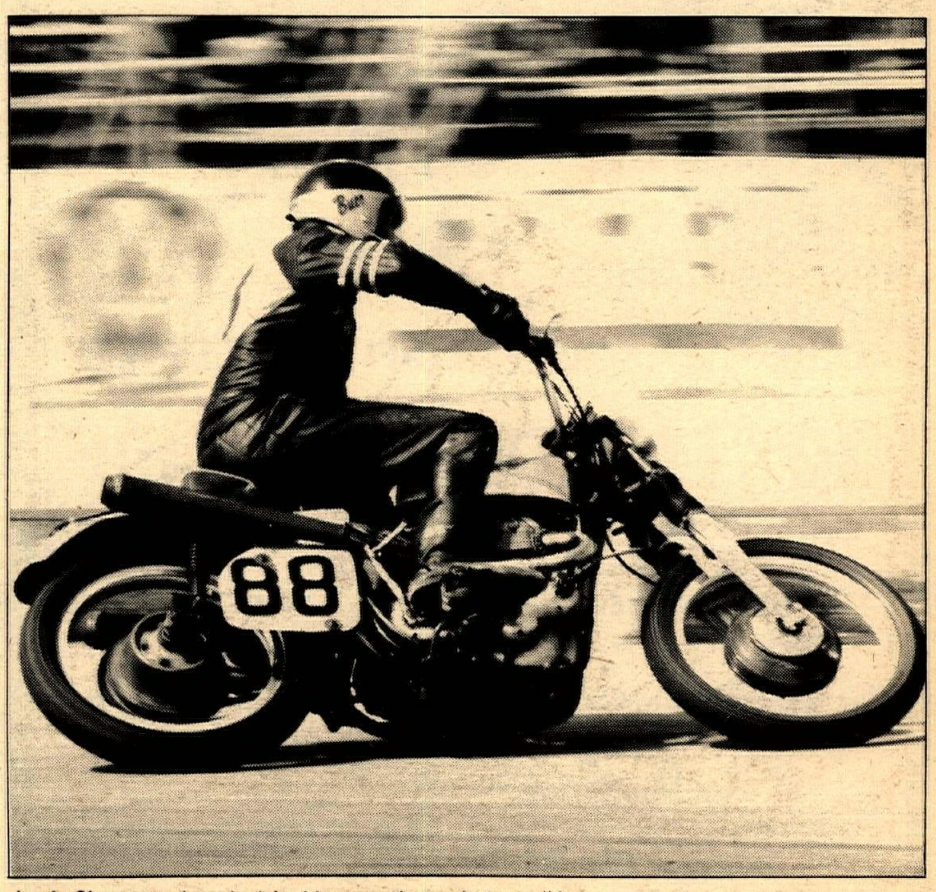



Aboard his Yamaha Dave Scott concentrates on the turn.




Hummer and Gulbransen both hang it out!




Jack Simmons bends his Norton through turn #1.

# SWEDISH GP GOES TO HUSKY

Chris Hammargren maintained Husqvarna's supremacy in the 500cc world motocross championship after Bengt Aberg and Arne Kring crashed while fighting for the lead in Sunday's Swedish Grand Prix it was reported in the British newspaper Motor Cycle News.

It was Hammargren's first win in the current series. He won the first leg despite rear suspension trouble and finished fourth in the second race.

The first race was dramatic. When Hammargren's rear suspension gave trouble, Kring took command. He was breaking away from the field when Aberg, making up for a poor start, gave pursuit.

The gap closed at an amazing rate as the two local stars fought for supremacy. Dicing wheel to wheel the duellists crashed after a big jump.

Both leapt to their feet. But only Kring was able to continue. A broken brake lever put Aberg out of the race. A few laps later Kring's damaged handlebars gave up the ghost.

Paul Friedrichs came back into the limelight as others dropped out. He finished third, behind Hammargren and Teuwissen.

Former Swedish champion Johansson led the second race from start to finish. An early spill dropped Hammargren from second to fourth place which he held all the way. Friedrichs challenged Aberg for second spot. The East German seemed assured of victory when Aberg crashed and retired.

But it was not to be. Quick thinking by the Husqvarna management urged Kring to catch Friedrichs so that Hammargren would gain overall victory.

Kring reacted to the order magnificently. By half distance he had overpowered the East German and the order remained: Johansson, Kring, Friedrichs, Hammargren.

Sporting a new frame, after a spectacular practice crash on Saturday, Kring lapped all but Ake Jonsson (Maico) and Chris Hammargren (Husqvarna) when he won the opening battle by over a minute.

Jef Teuwissen (Husqvarna) lost second place in the title table when his rear chain broke at the first corner of the sandy Tikkurila circuit, near Helsinki.

After leading from Hammargen and Kring, Aberg held his advantage in the second moto until his exhaust pipe broke away on the second lap. While Hammargren lost ground, Kring was attacked by Friedrichs.

The duel for second spot lasted 15 minutes. Then Kring broke loose and began to catch Aberg. He gained the lead at half distance and won by 16 seconds.

Ake Jonsson was third after ousting Heinz Hoppe (CZ) the East German who stepped into the breach when Friedrichs slowed to a standstill.

In finishing third, only six seconds behind Aberg, works Maico ace Jonsson was second overall.

## Kring Had Also Won Finnish GP

Sweden's Arne Kring (Husqvarna) stormed further ahead in the 500cc world motocross championship when he won the fifth round on a bike-breaking course in Finland.

Motor Cycle News, the British weekly, said that Kring won both races as he did in France the previous week. Kring now leads reigning champion Bengt Aberg (Husqvarna) by 14 points.

## Walker Wins Drenched Trials

By G. L. Barton

The 1970 Big Bear Trials, like last year's event, was enjoyed immensely by the majority of its 100 competitors. The course, which ran 14 miles from Hanna Flats to Holcomb Valley and back, consisted of 12 sections with three laps around. Both days saw the same loop but different sections. At the end of Saturday's run, Kevin Walker (Bultaco) had a fantastic 15 point score for 36 sections – 9 less than 2nd place man Bob Grove.

Sunday's event got started under very pleasant skies but a sudden thunderstorm sent the riders, checkers and spectators scurrying for shelter. Most riders are willing to press on despite the 45 minute downpour but several of the checkers became drenched and had to depart their sections. After a discussion of whether or not to continue a decision was made to call the event at the end of the first loop.

(Results on page 22)

## Joel Passes Geboers

The Suzuki duel for the 250cc world title reached a crucial stage when Joel Robert overtook fellow Belgian Sylvain Geboers at Sunday's championship clash in Italy.

Reigning champion Robert is now four points ahead of his team mate. But they shared the honor of respective wins to San Severino it was reported in Motor Cycle News.

Though Robert started badly on each occasion, he burst through the field in great style to snatch the championship lead.

In the first race, he overpowered a determined effort by his former CZ teamster Roger De Coster who split Suzuki's terrible twins.

In separating the Japanese conquerors, De Coster finished 17 seconds behind Robert and three second ahead of Geboers.

Fourth in both races, 22-year-old Miroslav Halm (CZ) was third overall. The stocky Czechoslovak also holds third place in the title stakes.

Torlief Hansen (Husqvarna) failed to score after stopping in the first half. But he hit back with a good third next time out, when he diced with the Suzukis. Geboers beat Robert by five seconds. But Hansen was only a second behind Geboers.

## Read Out Of Isle Of Man

Phil Read is out of the Isle of Man TT. A badly skinned arm, suffered in his crash at Brands Hatch last week, has turned septic and he has been ordered not to race.

It will be the first time that Reed has not raced in the TT since 1958 when he first rode in the Manx Grand Prix.

He told Motor Cycle News, the British weekly, "It was partly my own fault. I should have gone to a doctor immediately but I didn't bother until Tuesday evening after I arrived in Guernsey.

"I just wouldn't be fit for practice. I will miss it, of course, but I keep telling myself that in the TT you have only got a fifty-fifty chance of finishing anyway. It can be expensive and you don't get much if you are successful.

"Perhaps by missing the TT I will be able to get organized for the rest of the world championship meetings. It is not too late to win the 250 title yet."

Read is also still suffering from injuries received when he crashed at Rimini earlier this year.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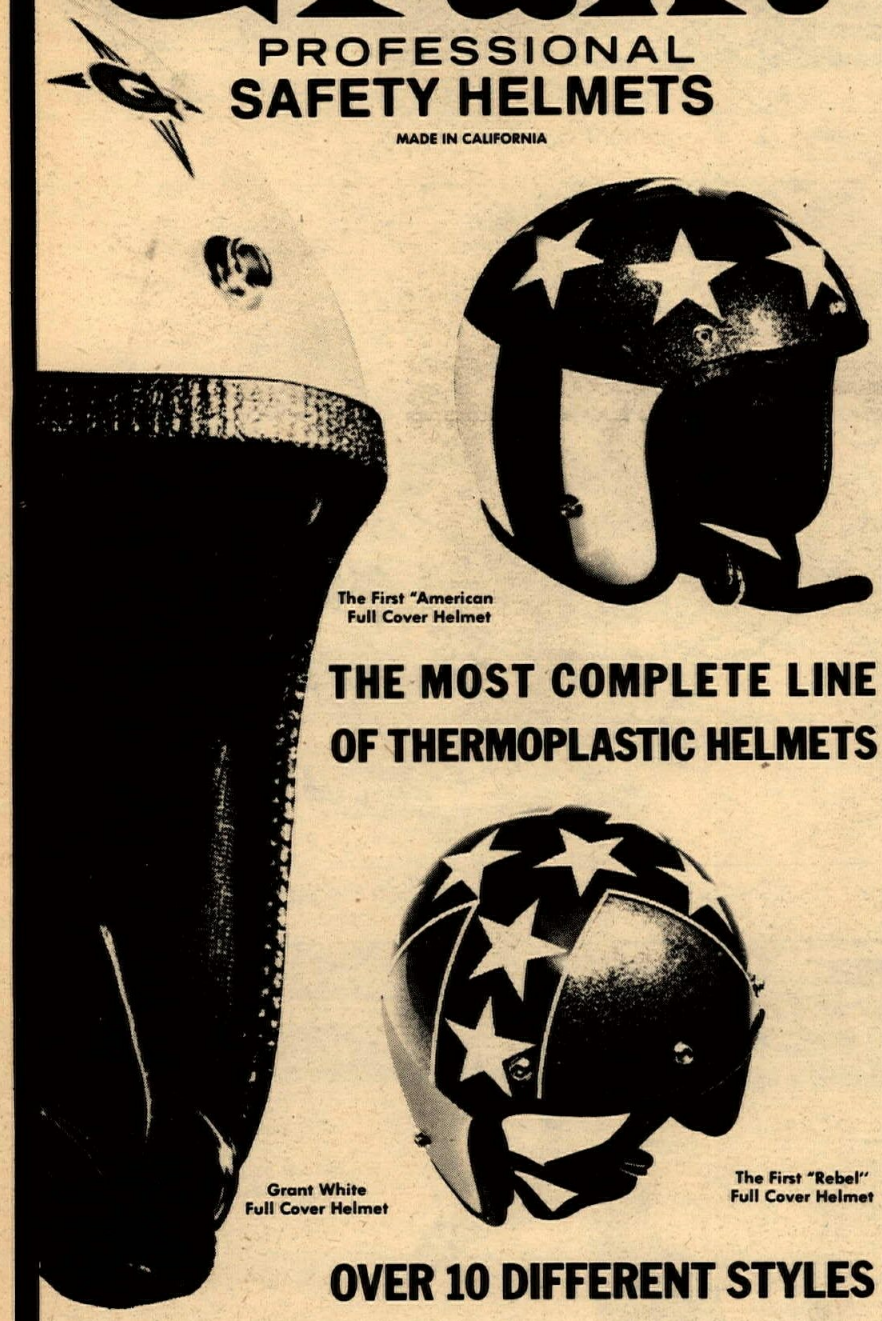


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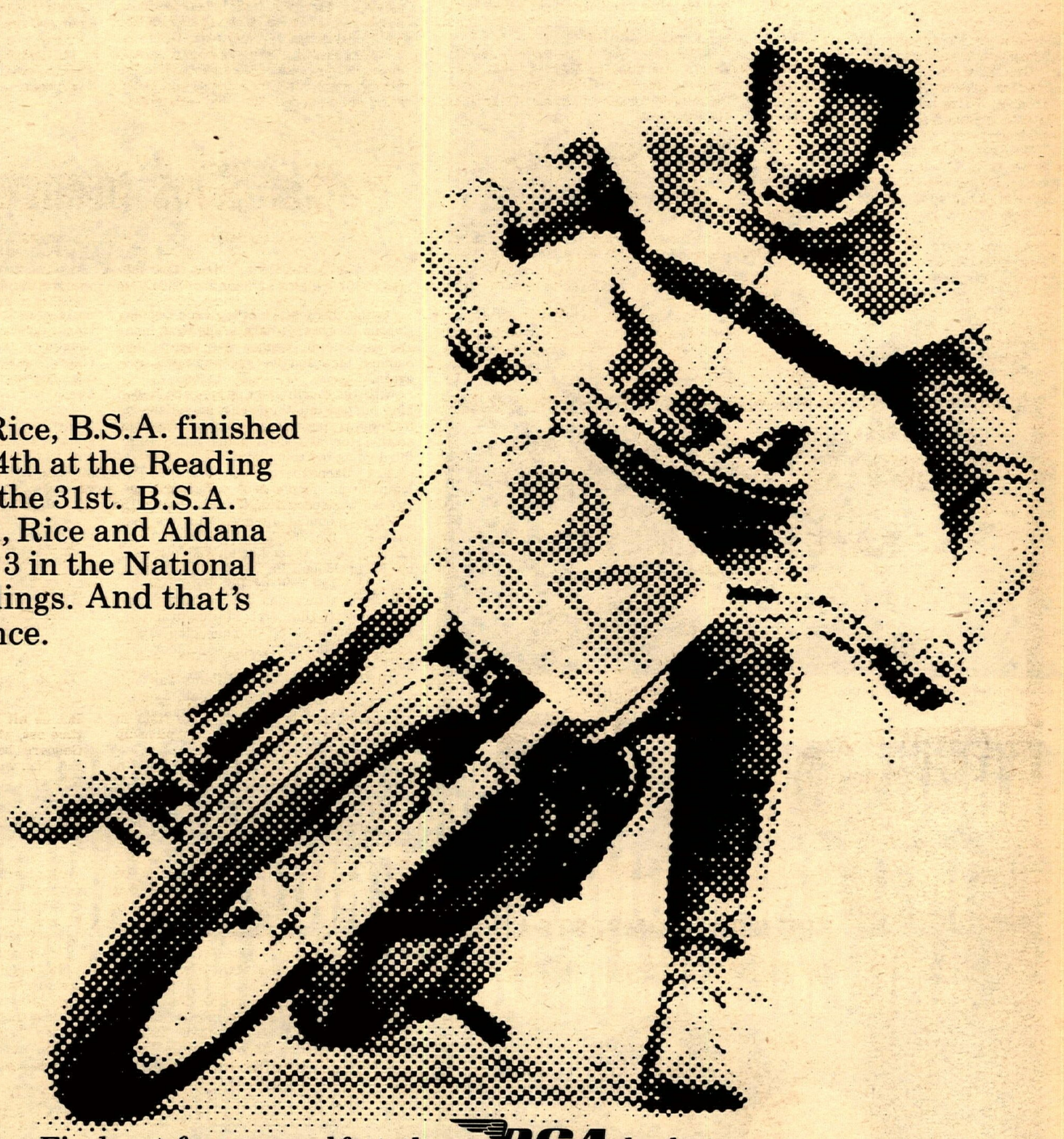

Led by Jim Rice, B.S.A. finished 1st, 3rd and 4th at the Reading National on the 31st. B.S.A. riders Mann, Rice and Aldana are now 1, 2, 3 in the National points standings. And that's no coincidence.

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# HOPKINS WINS THREE AT TROJAN

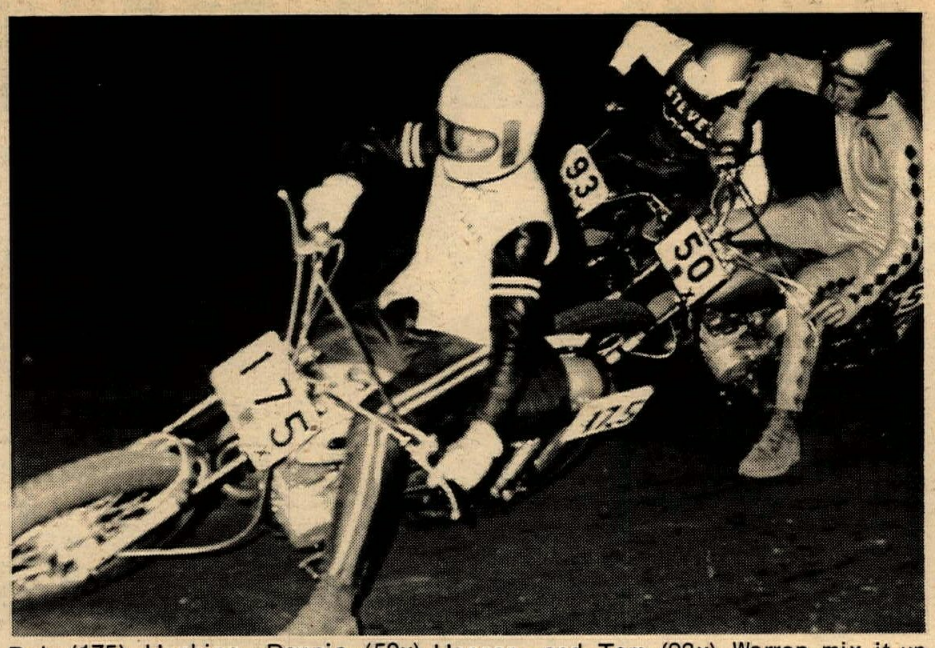
By Eddie Smith

SOUTH GATE, CALIF. June 4, 1970 – Dale Hopkins was the winner of three races Thursday night at Trojan Speedway. Dale rode a Yamaha to victory in the 125 flat track trophy dash, the 125 flat track Main and the 125 TT Main Event.

Hopkins beat Jim Tabler to the finish line in the 125 flat track Main Event with Dennis Hanson third.

The 125 TT Main Event had to be restarted three times due to accidents. On the first start two bikes came together in the first turn of the dog leg. On the restart Allen Swett collided with another bike. Swett was helped from the track, but was later walking around with a few bruises.

Jimmy Stein guns his Maico over the jump on his way to victory in the 250 TT.




Dale (175) Hopkins, Dennis (50x) Hanson, and Tom (93x) Warren mix it up.

On the third start of the race Dennis Hanson lost his Yamaha in the first turn and went down. Hanson was then hit by another bike and the race was stopped again.

With the fourth start of the race Hopkins jumped into the lead to stay. Hanson followed trying to catch Hopkins. Hanson settled for a second place finish with third going to Danny Hart.

Jack Dannenberry won the 100 TT Main Event mounted on a Suzuki. Bob Brooks was second and Tom Horton third.

Maico mounted Jimmy Stein was the winner of the 250 TT Main Event. Tom Horton placed second on an AJS followed by Irwin Moon. In the 250 TT trophy dash that was won by Bob Byers, Stein lost it in a turn and hit the dirt. Stein also took to the dirt in the practice session when he hit another bike after coming off the jump. Jim was shook up, but not injured.

Hodaka mounted Ron Williams was the winner of the 100 flat track Main Event. Bob Brooks riding a Kawasaki was second with Jack Dannenberry taking third on his Suzuki. Ron also won the 100 flat track trophy dash. Bob Sanders, who usually puts the strain on the 100cc riders, was leading the 100 flat track heat race when his engine froze up on him. That finished him up for the night.

Tom Warren won the 250 flat track Main Event riding his Bultaco. Les Costanza mounted on a Yamaha placed second while another Yamaha rider, Earl Meyers, settled for the third spot. Warren rode first in the 250 flat track trophy dash also.

Dennis Hanson, riding a Yamaha, was the winner in the 125 TT trophy dash. Tom Horton who blew his engines on both his bikes won the 100 TT trophy dash on a borrowed Kawasaki.

The 250cc riders have started sign-ups for the fifty lapper that is scheduled for July 2. There will be a $300.00 purse at stake for the race. Twleve bikes will start the fifty lap race.

Trojan Speedway will have the bikes back again next Thursday night at 7:30. They will run flat track and TT races.

(Results on page 22)

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# David Tops At Illinois Short Track

By Larry Shapiro

SANTA FE SPEEDWAY, June 4, 1970 – Motorcycling phenom David Aldana of Santa Ana, California, in his initial Santa Fe Speedway appearance of 1970, brought back reminiscences of short-track king Freddie Nix as Aldana walked away from the 10-rider field to win the 12-lap feature race last Wednesday, June 3. The 20 year-old Talladega titleholder jumped into the lead off of the starting line and stretched his advantage to nearly a quarter-lap at the checkered flag. Robert Martin of Orchard Lake, Michigan, took second while Billy O'Brien settled for third. The winning time was 2 minutes and 45.71 seconds.

Aldana's win seemed so monotonously routine that one would suspect that he had been a long-time veteran of the famous Santa Fe Speedway quarter-mile clay oval. Defending champion Neil Keen, who probably would ahve provided Aldana his staunchest competition, operated at about fifty per cent capacity after his rib injury at Missouri; the June 3 Santa Fe show was Neil's first ride since the mishap. Keen did set fast time (16.46) and finished third in a heat race, but he was eliminated in the semi-final.

In the Main Event, Jim Rice fell on lap five in the fourth turn. He was running second at the time; however, the tumble put him out of the running although he did get back up to complete the race. Following the top threesome were Darrel Dovel of Decatur, Georgia, Rex Beauchamp out of Drayton Plaines, Michigan, Walt Fulton from Hacienda Heights, California, and Roger Reiman from Kewanee, Illinois.

In other races, Aldana and O'Brien captured semis. Heats were garnished by Aldana, Fulton and O'Brien. O'Brien an impressive rider, coped the trophy dash in the sizzling time of 51.22 seconds.

## RACING STARTS AT BARSTOW

By Billy Eldred

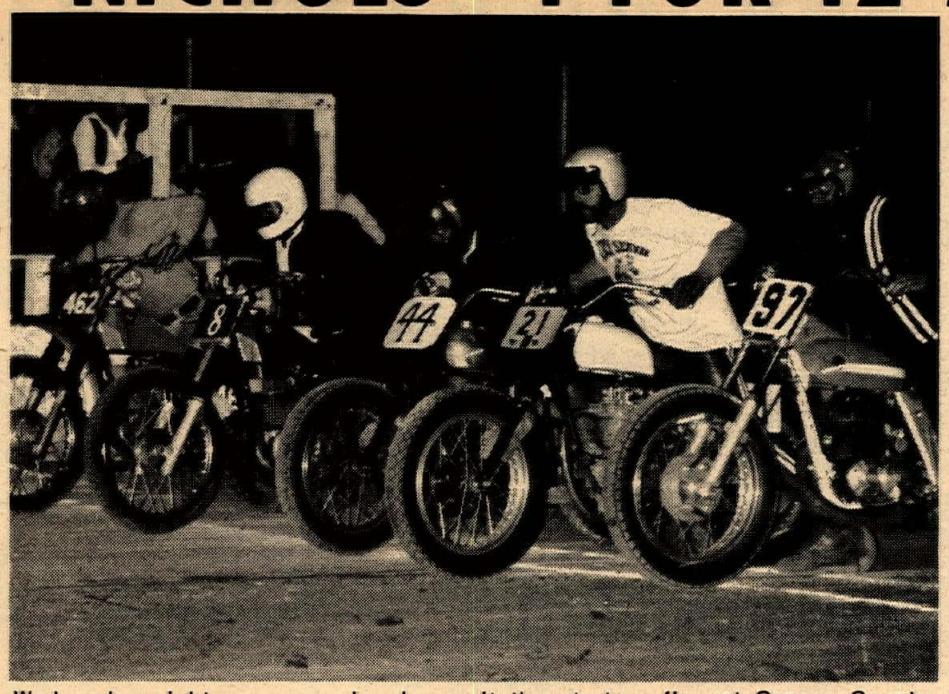
Barstow Speedway Racing's opening night was a success in spite of last minute problems. Racing was fast and furious, with over 60 entries.

Wheelie contest winner Nick Richen, out of Las Vegas, received a sportsman trophy. Promoter Gabby Johnson said next races June 20, 1970, will be on an all new, hard packed, clay oval.

The only spills of the night was a broken leg for John Collins of Barstow. Trophies for June 6, 1970 races will be presented at the June 20 races.

(Results on page 22)

# NICHOLS 4 FOR 12 AT O.C.S.



Wednesday night racers anxiously await the starters flag at Orange County Speedway.

ORANGE COUNTY SPEEDWAY, June 3, 1970 – There seems to be something especially exciting about night races, and Orange County Speedway is no exception. They offer both T.T. and short track and for those of you who have been regular spectators at the speedway races at Costa Mesa, I would like to suggest Wednesday evening at O.C.S. for a different, but just as exciting evening of motorcycle races.

Steve Nichols, #12, was the big winner of the evening, taking 4 of the 12 Main Events.

Greg Wickam came out on top in two Mains, with Rob Morrison, Scott Smith, Steve Thomas, Phil McDonald, Scott Autrey and Fred Timberlake each taking the checkered flag for a Main Event win.

With 12 Main Events it gives you an idea of just how much racing is accomplished in one evening. There's a lot of action and some tight corners in the T.T. which produces some rather spectacular traffic jams. A fast short track, and a lot of good riders make O.C.S. an excellent place to spend a Wednesday night.

(Results on page 22)

Jimmy (8) Stein leads 250cc Sr. TT winner, Greg (3) Wickam and Charles (130) Gann into a turn.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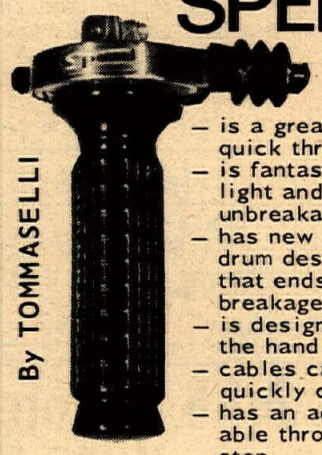

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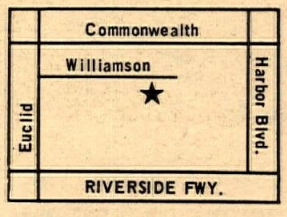


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# NICHOLS AND DENIUS DUEL AT PERRIS

By Elaine Jones

Steve Nichols and Tony Denius put on a great display of skill for the crowd at the Perris night races. They got around the course in quick fashion on their 360 Yamaha's with Steve getting the big win.

Jess James Jr. captured the 100cc Novice, Division I on his Bultaco. This season Jess has been a consistant finisher and is coming on strong. Jess' biggest problem and also second place Stan Petterson's, was Skip Gallagher. Skip, mounted on a 50cc Honda, was given a handicap start. It took Jess and Stan the full three laps to catch him.

Tom Jasangar was the big winner in the 100cc Novice-Division II. Frank Novotney and Bob Weeks were second and third. It was the battle of the Kawasakis and Tom's was the strongest.

Doug McIntyre and Dan Johnson came up from Oceanside to fight it out at Perris in the 100cc Novice-Division III. Doug bested Dan but Dan never looked better and he didn't give up the win easy. Eric Arras was third.

Marty Davis who is going the Motocross route is still keeping his foot in the Scrambles door. He proved his ability by taking a close one from Jim Arrer in the 125cc Novice Div. I.

Rick Doyle and Bob Frauenberger battled it out in the 125cc Novice-Division II. Don managed to get off the line first but Rick would get under him going through the esses and that was all she wrote. Frank Robertson was third.

Put one Steve Nichols and one Doug Mason in the same 125cc Amateur-Expert class and you've got a great race. From off the line they were at it, fighting it out all the way with Steve taking the win.

Ken Brewster took the 250cc Novice-Division I for the second week running over Nathan Eyell and Donald Bitther.

Terry Stanford and brother Toby had their own thing going in the 250cc Novice-Division II. Toby blew one chance to take the lead when he got locked in a beautiful slide in the esses. It looked good but it slowed him down and brother Terry was shooting straight on through. At least they kept it in the family. Chuck Bybee got up for third.

Doug Mason was at it again and this time it was with Tom White in the 250cc Amateur-Expert class. Doug came off the line better but Tom would blast through in the corners. Tom has been surprising a lot of people this year and a lot are beginning to sit up and take notice. Doug did nail down a secure second and John Koto was third.

Cary Tanner ran away with the Novice moto. He got that Maico lined out and it was adios to everybody else. Bruce Prior whose Harley is F-A-S-T was second and Gary Cowden whose C-Z had the best drive off the line was third.

(Results on page 22)

# UPHILL'S TRIUMPH WINS PRODUCTION TT

ISLE OF MAN, June 7, 1970 – In late news cabled across the Atlantic it was learned that Malcolm Uphill won the 750cc Production class at this year's Isle of Man classic aboard a three cylinder Triumph Trident.

Uphill narrowly won the race after a thrilling last lap personal duel with Norton rider Peter Williams. Instead of the usual three laps this year's race went five laps and at the start of the final lap Uphill had a slim 10 second lead over Williams. At the checkered flag the Norton had carved the time to within 1.6 seconds.

At the start of the TT race Paul Smart on another Trident took the lead but retired with a flat tire. Then Uphill and Bryon Steenson on a BSA Rocket Three moved up to fight for the lead until Steenson dropped out. Uphill rode the entire race in severe pain from leg injuries suffered in practice.

The 500cc class was won by F. Whiteway on a Suzuki twin ahead of a Triumph Daytona ridden by G. Pantall.

(Results on page 23)

# *Herrero Takes 250 GP Lead*

Spanish Demon Santi Herrero (Ossa) now outpoints Rod Gould (Yamaha) in the 250cc world championship after flashing to victory in the third round at the recent Yugoslav Grand Prix it was reported in the English Motor Cycle News.

Kel Carruthers (Yamaha) held a narrow lead for most of the race, but his engine seized as he crossed the line to begin his last lap. Herrero squeezed by Kent Andersson (Yamaha) with Gould finishing third.

Predictably, Giacomo Agostini and his three-cylinder MV's dominated both 350cc and 500cc races. He hoisted the absolute lap record to 96.07 mph when he lapped all his rivals in the senior race.

# Watkins Makes It Look Easy

By Elaine Jones

PERRIS, CALIF. May 31, 1970 – The Hi-Jinx threw everything they could at the motocross riders Sunday. Besides a course full of whoop-de-dos and mud that couldn't be avoided, they also got hot, hot weather and one-half hour motos. It sure separated the men from the boys, but there weren't many boys at the end of the day.

The 100cc Jr. and Sr. Divisions were combined, with Steve Barnes being the top Jr. rider, followed by R. Stoner, D. Walter and B. Farmer.

The Sr. Division was won by M. Hayes and second taken by first time out R. Sweaney. Al Walkins was third.

The 125cc Jr. Division saw B. King lead the boys around, followed by J. Townsend, D. Hazlett and D. Lambe. Dennis Hazlett dropped it in the first moto and was riding with a knee that needed stiches. Watch him when he's well.

The 250cc Jrs. were led by Husky mounted T. Francis. B. Sticer was second and L. Furu and M. Alvirght were third and fourth. About this time one rider started having problems. After thoroughly stomping and kicking on his machine, he led it back to the pits where he fixed it or he thought he had. Back on the line the bike again refused to run. By this time the rider had had it. He pushed it off a small incline, threw his hands up in disgust and walked off.

The Open Jr. Went to K. Jenner, Husky mounted, followed by B. Jones on an American Eagle; S. Lowell Montesa mounted and R. Franklin on a Maico.

The Seniors rode with the Juniors, and first place winner Larry Watkins pushed his Maico to the point that he was ready to lap second place C. Cotton. Larry got some spectacular wheelies coming off the jump onto the track. He would ride about 50 yards with the front wheel all crossed up and finally set her down.

(Results on page 22)


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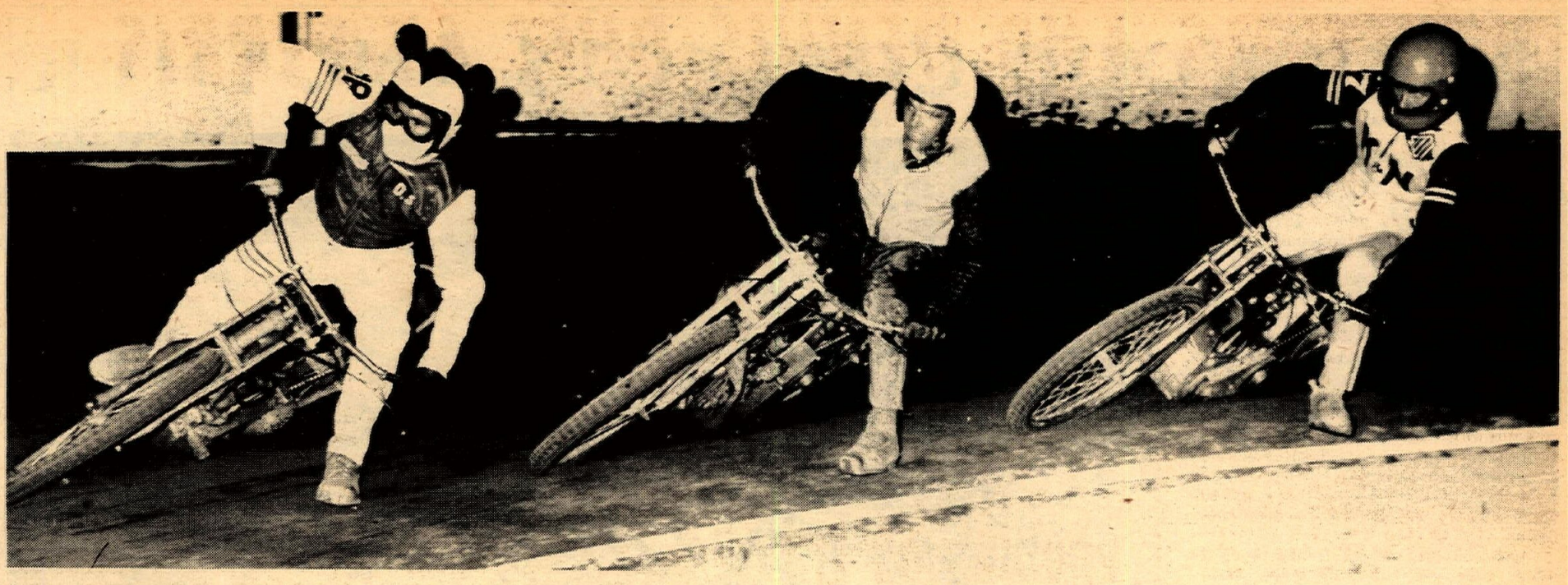


# SPEEDWAY ACTION FURIOUS

## Bakersfield

Story and Photos by Dennis Greene

BAKERSFIELD, CALIF. June 6, 1970 – Speedway racing got another big shot in the arm this past weekend, when the management of the Bakersfield track changed hands.

Gene Rhyne, the man directly responsible for the design and maintenance of the 3 existing tracks in Southern Calif., has now become a promoter. Rhyne, who has stayed in the background the past few seasons, instituted some changes, including competition between Bakersfield and Costa Mesa riding teams. Representing the Bakersfield team was Rick Blake, Jeff Sperry, Mike Keen and Frank Roseberry, who were matched four times during the evening against the Costa Mesa team of Scott Autrey, Harlan Bast, Joe Fitzpatrick and Jim Anderson. Bakersfield landed on top, 14 to 10.

Another innovation was a first division rider only program, providing spectators with constant, first class action.

Second class competition will again be started at a later date.

Top money winners of the evening was again Jimmy Raymond, who seems to be virtually unbeatable. Raymond, who has been competing for less than a month in speedway, has yet to finish out of the money.

This young outspoken man wants to earn the triple crown of speedway racing.

Winner of the Scratch Main Event, Larry Shaw, has been competing against Jimmy for the last few years, has the same first place ambitions and should prove to be more than a worthy competitor.

Harland Bast carried the family name to victory in the Handicap Consolation event. Harlan is the uncle of the current U.S. Speedway #1 rider, Steve Bast, who is still recuperating from a badly broken arm.

With events scheduled for Saturday night for the rest of the summer and the outstanding ideas of the new promoter, speedway is destined to grow and grow.

(Results on page 22)

Speedway action such as this is available weekly at Costa Mesa (Friday) and Bakersfield (Saturday).

## Costa Mesa

By Mike Capalite

COSTA MESA, June 5 – In spite of an extra-ordinary amount of crashes and spills, the fans at the Orange County Fairgrounds were treated to a night of exciting speedway racing.

In the first heat of the evening, a handicap heat, in the first lap, Bruce Haserot took a terrific tumble which left him sprawled on the track and tangled up with his machine where the corner men could not free him in time to clear the track so the race was black-flagged. As the riders passed Bruce in the back straight, they were slowing down because they had just received the black flag and were to pull into the pits to await the restart. As they went into the corner, Tony Kustein suddenly lost control of his machine and fell right in front of Stu Morley who hit him and went down also. Tony is a former Czechslovakian Speedway racer who hasn't raced in a number of years and this was his first time out. Tony was taken to the hospital with a compound fracture of the left leg.

For some reason, the track surface was not in its usual condition and right from the first race, it started to break up bad in the corners and as it got worse, the spills got more frequent and the order of the night seemed to be to restart the race because there were riders all over the track.

'Wild Bill' Cody, the local Orange County rider from Garden Grove who took the competition to task last week in both the Handicap and Scratch Mains wasn't quite so fortunate in the handicap class this week. Bill moved into the Handicap Semi by virtue of a second in his heat, but with the track getting in bad shape, Cody wasn't able to overcome his 50-yard handicap in time to make the Main Event as he finished in fourth spot.

In the second division Main Event, it was Harlan Bast, uncle of Mike and Steve Bast, two top speedway riders who are sidelined with injuries, taking the checkered flag. Harlan, starting with a 10-yard handicap, was fourth off the line, but he was able to work his way up through the pack to take over the lead and finish ahead of Jerry Singer and Joe Fitzpatrick while Tommy Bannon who won his heat, had some trouble and copped fourth.

In the Handicap consolation, Greg Haserot did a beautiful job of coming up from fifth place to make a final run at the checkered flag on the last lap with Chuck Hatcher. As they crossed the finish line, it was Haserot taking the win, but the charge across the line was too hard and Greg wasn't able to make the corner and he went down hard against the wall and was thrown directly in front of Chuck Hatcher who was unable to

*(Continued on page 24)*

# ROCKWOOD COLLECTS ANOTHER

By Dewitt Thuett

Photos by Eric Raits

GARDENA, CALIF. June 5, 1970 – Tom Rockwood came within inches of scoring a total sweep on the Ascot half mile Friday night, taking fast time honors, his heat race, and the Main Event.

His only defeat came in the Trophy Dash, where, DeWayne Keeter and his Norton held off Rockwood's Triumph.

The rest of the Expert program belonged to Rockwood and his Triumph. Keeter gave chase all the way in the final, but could not race on the turns with young Tom, who is bidding to become the first teenager in racing history to capture high point dirt track honors over all other Experts in the nation.

Rockwood became the first Expert at Ascot this year to win three Main Events, and has established himself as another in a long line of Experts who have learned their trade at the Gardena racetrack.

Tom defeated Mel Lacher in the heat race, with Lacher then coming back to finish third in the final ahead of Paul Conserriere and the surprising Eddie Mulder.

Mulder was back on the half mile for the first time this year. Also returning to action for his first 1970 ride was Alex Chinowski. Back for the first time in two years after a hitch in the Army, was Johnny Isaacs. Mulder was the only one of the trio to make the final.

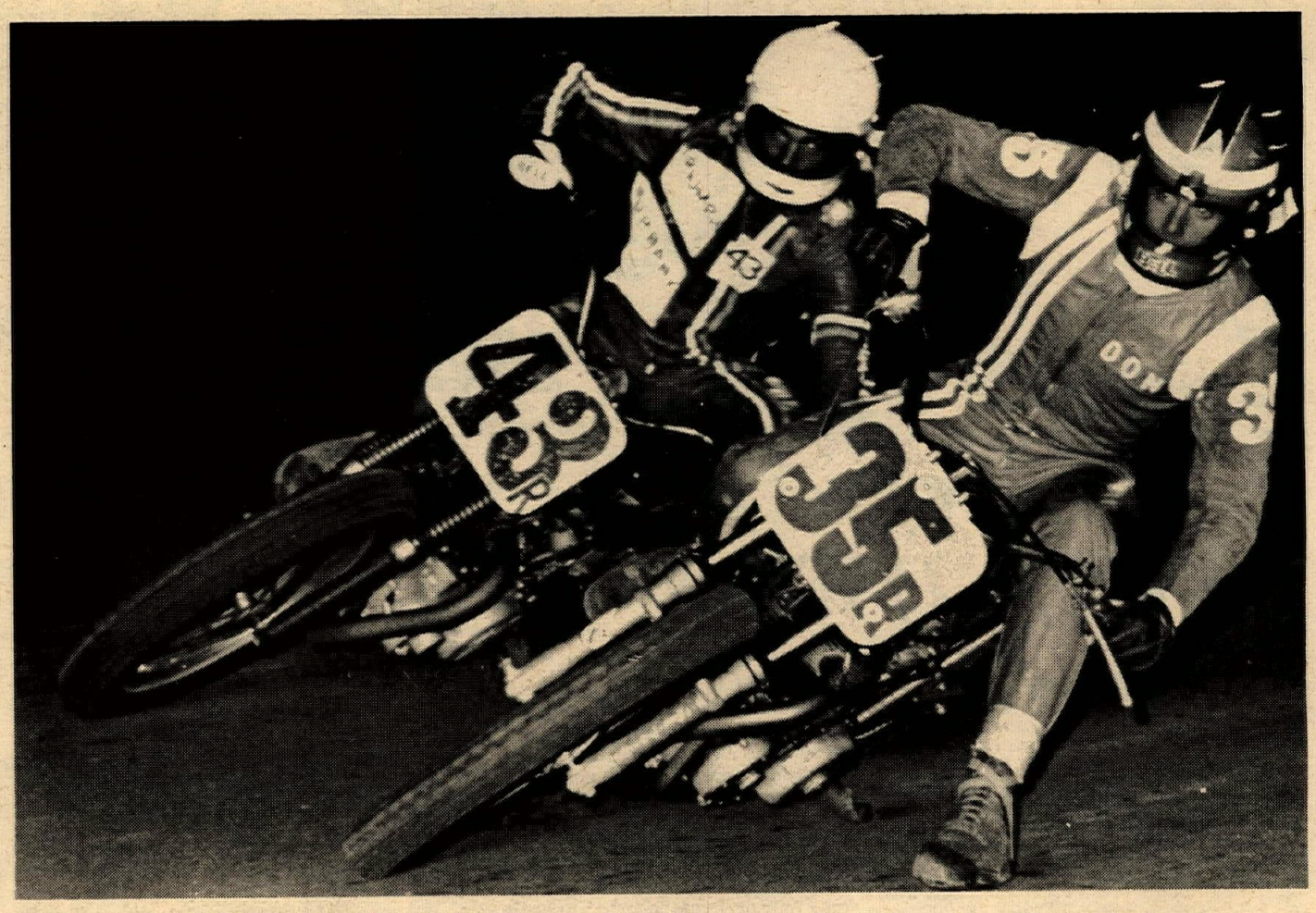
Chinowski is the Expert class heat race track record holder from last season and will now team with Rockwood on the Triumph for Danny Macias. Isaacs, a former ranking Novice will ride a BSA for K & N. Mulder, turning in one of his best rides ever on the Ascot oval, teamed with Bill Love on one of the Romero's Triumphs.

The largest field of Amateur riders in five years was on hand to battle in three heat races and the final. Chuck Hart and Don Emde both qualified for the dash in time trials.

Emde and his BSA held off repeated bids by Triumph ace, John Hateley, to win the Amateur final for the third time this year and the second time in three weeks.

Iowa's Lynn Holloway, now in the Marines and stationed at El Toro, surprised many by wheeling an ancient Velo 500 in for third place ahead of Hart. Holloway pulled another surprise by winning the Semi, before placing the smallest machine in the Amateur program in the ten lap final.

The Novice affair was a Gary Scott and Yamaha affair. Scott far outdistanced the 250cc field, winning both the heat and the final with room to spare.



Amateur winner Don (35) Emde eyes the inside groove as perpetual foe John Hateley goes for the outside. The largest field of Amateurs in five years was on hand to battle in three heat races and the final.

Point leader Kenny Roberts was again knocked out of action due to mechanical troubles during the first lap of the heat race. Leading, of course. Ron Moore guided his Suzuki for second, with Tom Vardeman and a Yamaha taking a close third. Jim Crenshaw was fourth, with Carl Byers up from San Diego taking fifth.

The Ascot professional scene this week finds a double-header, with the half mile on Friday night and the now once a month TT race going on Saturday night. The entry list should again increase with a large group from Northern Calif. expected to invade for the twin bill.

There will be only two more TT's at Ascot before the annual 50 lap national Steeplechase on Saturday night, July 18.

(Results on page 22)

Sammy (Flying Flea) Tanner makes bid on outside as Tom Rockwood heads for another Friday night win.

Gary Scott slides by photographer sporting his Suzuki leathers riding a Yamaha.

Winner of the steer wrestling event...

# Down To Business At H.B.C.P.

100cc class caught in the first turn.

By Fred & Josie Bond

HUNTINGTON BEACH, CALIF., June 7, 1970 – Twice a month the Huntington Racing Association stages a motocross on what amounts to a vacant lot, right in the middle of Huntington Beach.

Evidently all promoter Don England needs to put on a race is a bulldozer, a water truck, and a P.A. system.

This continuing series won't thrill Gary Bailey and the boys, but it sure provides just what Sunday racers everywhere dream about.

The track, because of the limited space available, is extremely tight, narrow, and full of jumps, holes, bogs and all manner of other things calculated to provide the misery that makes motocross something more than a bumpy TT. Apparently England and company have hit the right combination, as you always see the same faces at H.R.A. events, and everyone has a good time.

Some of the best competition at Sunday's races was provided by the usual horde of Hodakas in the 100cc class. These boys really get down to business everytime out, with Bruce McDougal taking honors for the day.

The outstanding dice of the afternoon took place in the Sweepstakes race – Grand Final H.R.A. style. Bruce Mc Dougal and Mike Hayes on their 100cc Hodakas put on a fine display of riding talents, trying to stave off John Maynard on his 360 Maico. In the last lap Maynard managed to power by Hayes but the checkered flag fell on McDougal much to everyones surprise.

(Results on page 22)

## G.E.M. PRODUCTS ENTERS CYCLE PARTS FIELD

The leading maker of high-performance 2-cycle engine parts for the snowmobile and go-kart fields has announced its expansion into design, production and marketing of a similar line for motorcycles.

The firm, G.E.M. Products, Inc., Carol Stream, Ill., has completed design and tooling for some 40 new cycle products and a catalog is near completion according to the firm. Included in the line will be a broad range of reed cage adapters to improve fuel-charging and performance of the piston port timed engines on many popular cycles, plus pumper carb adapters, high compression heads and other accessories.

According to President Earl Larson, the firm plans distribution through cycle shops and inquiries from interested dealers will be handled promptly.

Founded in 1959, the manufacturer is well-known to 2-cycle engine enthusiasts through its "Hot Set-Up" slogan which has been broadly promoted in the go-kart and snowmobile fields.

Desert... Rickman Wins 2 In A Row

Simi Valley Hare Scrambles – 4/26/70
1st Overall – Rich Thorwaldson – Ric.

Red Dots Hare Scrambles – 5/10/70
1st Overall – Rich Thorwaldson

Victors' Hare & Hound – 5/24/70
OPEN AMATEUR
1st Wayne Garrett – Ric. 650

Motocross... Rickman Wins 2 In A Row

CMC MOTOCROSS – 5/28/70
Ascot Park, Gardena, Calif.
500 SENIOR
1st Preston Petty – Rickman

ASCOT MOTOCROSS – 5/31/70
500 SENIOR
1st Rich Thorwaldson – Rickman

1/2 Mile... Rickman Wins 2 In A Row

SPRINGFIELD HALF-MILE – 4/5/70
Springfield, Ohio
EXPERT CLASS
1st Jack Warren – Norton Met.

SPRINGFIELD ½ MILE – 4/12/70
1st Jack Warren – NORTON Met.

SPECIAL MINI BIKE RACE – 5/22/70
Ascot Park, Gardena, Calif.
1st Jim Moore – TACO

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# CYCLE NEWS NORTH

Hayward Speedway might be better named Hayward Spillway, as evidenced by this rider hitting the dirt in Saturday's action.

## Third Memorial Motocross At Santa Maria

By Dawna Earnest

SANTA MARIA, CALIF. May 31, 1970 - Beautiful weather was the theme for the 3rd annual Larry Fessenden Memorial Motocross held at Santa Maria Speedway here Sunday.

Starting promptly at 12 noon, nearly 150 riders showed up for some 33 events, including specialty races such as the "Old Fogies" and Powder Puff classes. ses.

The first race of the day began with the best. The old timers over 40 began with Bob Wade coming in first and B.M. Hodge in second. It was found, some later admitted, that they were from the younger generation and only pushing 40!

The 250 experts put on a tremendous showing, as in the first moto Mike Spiers, Gary Chaplin, and John Grossini battled for the first 3 places. In the last lap, 10 feet before the checkered flag, Gary Chaplin came out ahead of Spiers by a tire width. In the third Chaplin got a first, Grossini second, and Spiers, fourth, so that overall it was Gary, John, and Mike, respectively.

In the 100 novice class, after a hot contest and spectacular crash by a hot rider in the beginning of the first moto, the race was called, naming Scott Frisby winner. He got a bad start in the second moto, with a disappointing 4th but then making up for it in the third moto. Best friends John Caldwell on a Sachs and Frisby on his under-estimated Honda fought well against each other. Scott ended up with a well earned first, Peter Pangburn second, and Caldwell third.

In the 250 Novice class, Jack "Jawa Man" King came in first in the first and second motos, crashed in the third, and then still came out first overall on his C.Z. Second was Joe Cushaway also on a C.Z. and Jay Ferris on a Yamaha for third.

The Powder Puff class was wiped out again by track regular , Carol Davis. Linda Hale on a Yamaha was way out in front until she approached the gate leading into the infield, coming almost to a complete stop and letting Carol Davis pass her. Carol came in first overall, Linda second, and Suzie Bowen (Linda's cousin) on a Honda came in third.

On a 360 Husky in the Open class, Steve Benedict from Lompoc came in first in all three motos. He just ran away from second place man Gregg Johnson riding a C.Z. from San Luis Obispo and John Dieu riding a husky.

(Results on page 22)

## Corcoran Wins At Cycleland

By John Noffsinger

CHICO, CALIF. June 6, 1970 - Mike "Corky" Corcoran was back in style at Cycleland Speedway, displaying the form which led him to a National Championship some two years ago in the 250 cc class of Sportsman flattrack racing. Riding a new Montesa, Corcoran ran away with the 250 cc Scratch Main. Mike, it appears, has been cooling it the past three weeks, however, as he easily won his heat, and then ran away with the main, winning by some 25 yards.

Danny Thompkins had little trouble in the 100 cc Scratch Main, winning by some 10 yards over E. Wipf on a Hodaka. Jim Hubbard, after two black flags, due to machinery lying about the track in a prone position, captured the 200 cc Scratch Main. Ted Bare, last week's winner in this class, was unable to make the third restart. He was involved in two crashs, the last being a high head over heels dive into the north corner crash wall.

Again the 250 cc Hnadicap final was a real thriller with Dick Turner and his hauling Triumph putting forth a supreme effort and taking home the first place brass here. Dick simply does an amazing job of passing in traffic. He has the capacity to go between, around, and under other riders when it would seem there simply is not space to do so. Last week he was nosed out by Lowell Moural. However, this week he caught Moural with two laps to go, and then simply stretched his lead to 20 yards at the finish. Terry Hughes on a Husky put forth his usual good performance, again placing third.

## Jim Foley Takes Pair In North

By Bill Spencer

HAYWARD, CALIF. June 6, 1970 – Jim Foley proved to one and all that he can defend his #1 plate, as he took home two wins at the Hayward Speedway Saturday.

The District 36, #1 rider won the 250 Expert and 500 Expert on two Rich Schell motors. The 250 win was on his regular Bultaco PurSang while he devastated the troops on a new 360 Yamaha in the 500.

In the 250 Expert Main it was Bruce Teixeira who led off with Barry Webb, Foley and new Expert, Mike Renslow, close in tow. A restart was necessary for removal of John Gennai and John Hlebo and their equipment. Neither was hurt, but they couldn't restart.

Webb led off the restart briefly, with Teixeira and Foley right there. Foley finally got by Webb in the sweeper when Barry got just a bit wide. It was all over from there, with Webb, Teixeira and Renslow 2nd, 3rd and 4th, respectively.

Webb got the jump in the first 250 Expert Heat with Teixeira second. John Gennai did the same in the second heat with Renslow holding off Foley.

In the 500 Expert, Foley outdistanced Ken Dalla, and Rich Jacobs. The heat was almost reversed, with Jacobs winning after the starter decided that he was right and the whole world was wrong. Foley was fourth, and new Expert, Lee Seidel, was forced out of the heat when his Honda tried to hold 10,000 rpm's for a new record.

Phil Ray vaulted into the lead of the 650 Expert Main and held it for the duration, despite a hard charge by Jimmie Brooks and Rick Otto, who came from behind for a third place finish.

Rocky Malynn continued his winning ways and should be leading the 200 Amateur Division very soon. Aaron Asman, held second behind Malynn until Pete Pedrone moved in.

Three year Novice Ken Johnson, pulled off his first win tonight in the 250 Novice B Main, and, what with his new finishing record, his new Bultaco may be changing to an Amateur plate soon.

In the race for the coveted High Point Trophy, 100cc Novice Point leader Rick Hocking is tied with Fred Cziska, both with 20 points. Cziska is yet to be defeated in the first five outings, while Hocking is picking up points in the larger class. Hocking will turn Amateur soon and that might hurt his try for high point man.

Gary Hylton, is tied for third with John Hlebo. Hylton is now an Amateur and will have to fight doubly hard to stay up in points, as will Hlebo, who failed to make the main with a spill in the heat.

(Results on page 22)

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# DOUBLE DOSE OF TRIPLE M

Peter (41) Ford looks for spot to pass Jerry (2x) Langseth and Robert (79) McCoy. Ford went on to win the event.

## LAST WEEK

By Lucky and Vi Kirby

MARYSVILLE, CAL. May 30, 1970– The Memorial Day Program was opened with the riders parade of 150 riders and Del Silva, Sr. of Sacramento singing the National Anthem. Mr. Silva was with the opera for 9 years.

The 250 Expert finished very much the same way as before this season. John Green put on a dazzling performance of speed and breath taking jumps. John has never finished less than 1st place so far this season. He really looked impressive as he is the only rider to stay close to John Green. Steve Young finished 3rd.

The Open Expert was about the same as the 250 Expert Main, seeing John Green again winning and Barry Webb finishing 2nd and Steve Young 3rd.

This was a night we saw lots of first time riders at the raceway putting on a real good showing. There was a side hack exhibition by Bud Cozine and Russel Davis.

## THIS WEEK

By Lucky and Vi Kirby

SATURDAY, June 6, 1970 – The night started off uncertain for most riders as the track had been changed. Rice hulls had been scattered through the sweeper to cushion the track, and appeared to be quite slick through practice. But, after another watering, the rice hulls started to work and provided lots of action with the dirt flying.

The 250 Expert and 350/650 Expert was a real battle as Steve Young of Sacramento was determined to over throw John Green's record at Triple M of first place positions only. In the 250 class Steve Young held first place for almost 4 laps until Green edged by him in the sweeper. Green really screwed it on to come in first with Young coming into second and Gerald Henderson coming in 3rd. As for the 350/650 class, 3 bikes started out but one blew as he went into the first sweeper, leaving the field open for Green and Young. Again Green placed first and Young placed 2nd.

The race the audience had been waiting for came in the 350/650 Open Amateur when Bill Krill and Kenneth Hatch battled for first place position. Krill really put on a fantastic show as he passed Hatch on the jump to come in for his victory.

Tonight seemed to be filled with quite a few people trophing for the very first time and several trophies were presented to newcomers at Triple M.

(Results on page 22)

# Racers Initiate New Colorado Track

By Annie Brokaw

BLACK FOREST, COLO., May 30, 1970– Everything was right for a perfect day of racing on the Dusters brand new TT track at Pine Cone Ranch in Black Forest, about 10 miles north of Colorado Springs. The course is a little on the short side as TT courses go, being 1/3 mile in length. But none-the-less everyone enjoyed the track and the racing was super good all day.

Fourteen year old Louis Klamm on a Kawasaki won the Junior class for 16 year olds and younger.

The 125 A & B riders rode motocross style and Jerry Novak (Yamaha) won, with Tim Richards (Bultaco) getting second, even falling off in the third race and not finishing.

The 175 A & B class saw Bob Neumeister win on his Bultaco followed closely by Curt Weagel on Suzuki.

250 B riders were the only ones riding heats, and their Main Event saw some good riding, with Morris Frison (Yamaha) in first and Yamaha mounted Don Hylton in second.

Mike Willett wound with more points than anyone in the 250 A class on his Yamaha and Rudy Foster (Bultaco) ended up second.

500 and Open A & B rode together, and Dean Johnson on a Triumph took first, with Phil Latham (Triumph) second.

Individual fast times were run after all the racing was over. Mike Willett on a Yamaha 250 DT1 set fast time over all the bigger bikes with a time of 29:02.

Fifty entries didn't set any records but I'm sure when word gets around how neat the track is, the Dusters will pull as many entries as the bigger tracks around.

(Results on page 22)

# Ho-Hum--It's Johnson Again

By Bill Spencer

GILROY, CA., May 30, 1970– Paul Johnson continued his domination of the 250 Expert class with another convincing win at Cycle Hills.

The Memorial Day benefit, put on by the Eastside M.C. of San Jose, will help Bob Garretson, who was seriously injured at the Salinas Rodeo Grounds las August and has been in a coma since.

Johnson's string of wins has stretched to seven with heat wins, and if he continues as expected he may well return as the number one rider. The currrent belongs to Jim Foley who had to be content with a third behind new Expert Lee Seidel.

Seidel had a convincing heat race victory and at the start of the Main was only a few feet behind Johnson. But Paul pulled away with every turn, leading Seidel the task of holding off Foley. He did this very well, as Foley commented afterwards that he didn't make any big mistakes and would go deeper into the corners. Seidel's Kawasaki sandwiched in between two Rick Schell Bultacos is quite a sight and some race to watch.

Seidel also rode his 350 Honda to second place in the 500 Expert behind Craig Fillmer.

In other action, Steve Foster rode to second place in the 125 Novice despite a collar bone injury from two weeks previous.

Jim Conway overcame a problem of many restarts and a spill while leading to take the checkered in the 350 Amateur Main.

Jim Brooks outdistanced a large entry of 650 Experts to win the feature race over Bill Landsborough and Bud Nice.

(Results on page 22)

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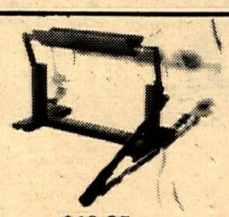
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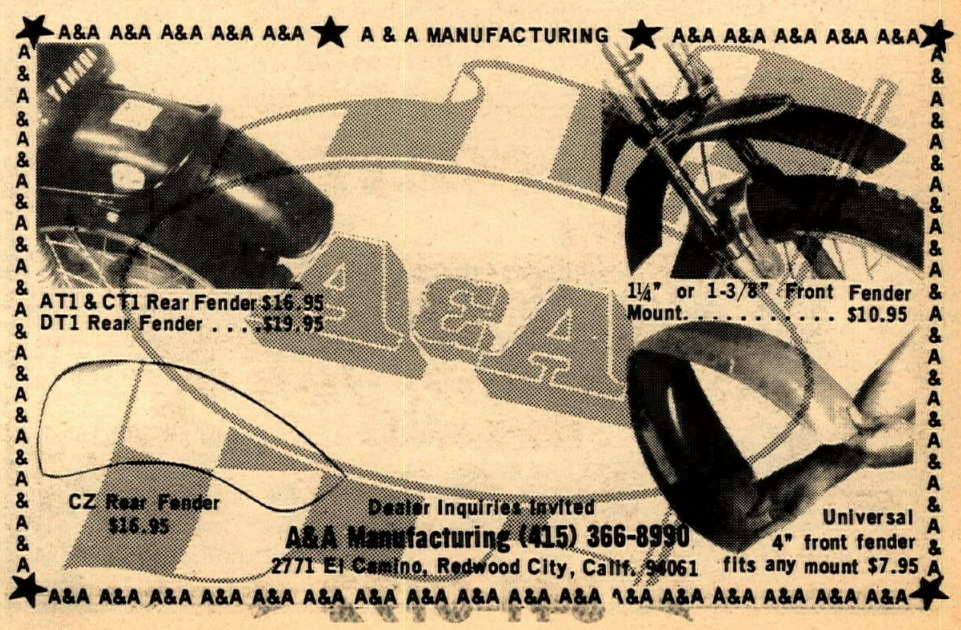
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# Coppage Takes TT In Warmup For National

By N.A. Williams
Photo by Don Carter

CASTLE ROCK, WASH. May 30, 1970 – At the end of a warm day the TT race at Castle Rock, Wash. got started just before sundown, with a field of 144 riders coming out for practice.

The heat races saw 66 Novices try for a spot in the Main, with 38 Amateurs trying their hand at it next, and 40 Experts competing last.

With eliminations over, there were 10 riders in the Novice Main, 12 in the Amateur Main, and 12 in the Expert Main.

This was the first TT of the season for the Mt. St. Helens Club and they had a very good turnout of both riders and spectators.

This was the second of a three day Memorial weekend race series in this area.

This annual race at Castle Rock always attracts a large turnout of riders, as they prepare for the national held here on July 10th and 11th.

After a few bad starts, at the first of the races, things seemed to settle down and run smoothly.

The races were so good and so close that the crowd was on their feet, cheering most of the time.

Expert Bill Elder started out the night strong but started falling back in about the middle of the Main.

Dusty Coppage won the Expert feature but was third in the Trophy Dash. He had been disqualified the night before at Sidewinders and he was out to make up for it.

In the Novice event, Gary Kapus and Randy Scott carried their battle over from the night before. Scott took the Trophy Dash and Main Event, with Kapus taking second in both.

(Results on page 22)

# Mark Williams Beats Hotshoes At Portland Professional TT's

By J. Lacey

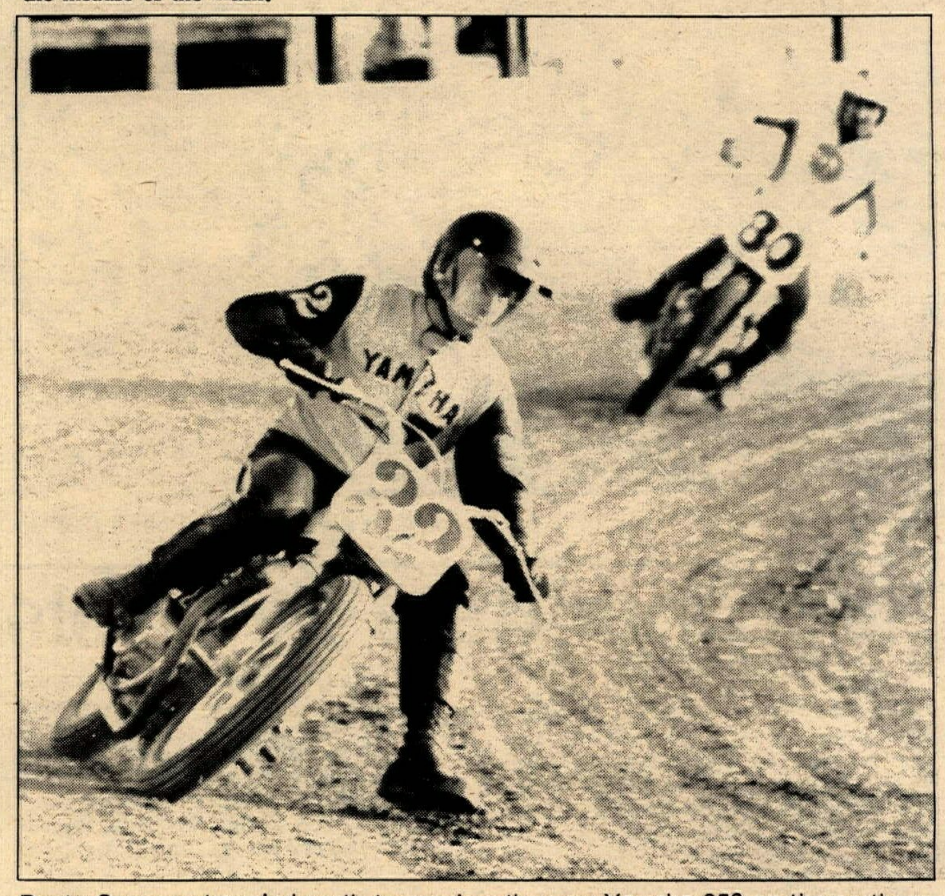
PORTLAND, OREGON, May 29, 1970 – On this windy and chilly night, the Sidewinders M.C. hosted Class C TT racing at its best, with an $1800 purse! On hand to do battle with the local shoes were nationally ranked Skip Van Leeuwen and Dusty Coppage, and the stands were filled with screaming, cheering fans.

Leading off the evening's events were the time trials, fastest being turned by Amateur Darrell Cotton. Novice Gary Kapus won his third straight Trophy Dash and still leads in the Novice points, but Randy Scott (Bul) once again outrode the little Kapus in the Main, taking the lead near the half-way point and going away with the win. Neal Hulet, on what must be the fastest Honda in these parts, was third.

One restart was required in the Amateur Main after two separate crashes eliminated six riders, three of them unable to continue because of bent equipment. Eddie Herrmann (Tri) led from start to finish, while young Darrell Cotton moved up from last on the restart to second before his engine went off song. Second was Tom Phillips (Tri), Harold Morse (Tri) third.

National Number 70, Mark Williams, aboard a 650 Kawasaki led the 15-lap Expert Main Event from start to finish, showing everyone why he was top TT Expert in the nation last year. Sonny Burres (Tri) held second for four laps until passed by Jimmy Smith (Tri); Jack Mott (BSA) fell on lap two, Van Leeuwen unloaded on lap three, but these two were up quickly and rejoined the fray. Things then settled down for a bit until Ike Reed (Tri) drove around Burres into third, while Van Leeuwen pulled off for a moment then got going again. At the same time Burres was again passed, this time by Trophy Dash winner Glen Adams (Nor). And so the flag fell, with Williams taking his first Main Event of the new season, Smith was second, Reed third, Adams fourth, Burres fifth.

(Results on page 22)




Dusty Coppage traveled north to preview the new Yamaha 650 on the northern race tracks.

# *Stars Shine On Hubbard*

CHICO, CALIF. - May 23, 1970 - The stars not only shine on Jim Hubbard but apparently were also shining on his performance here Saturday.

He pushed his Green Yamaha to victory in both the Scratch and Handicap Main. He won the race by a straight-away, and thus far this year has established himself as the man to beat in the 200cc class here.

Carl Cranke put foreward a fine performance in the 250cc class, as he was 1st in both and Handicap and Scratch Main. However, he had a real battle with Dick Turner is the Scratch Main, and, in fact, did not assume the lead until the second from the last corner, when Turner hit a large hole, and lost traction.

The 200cc Handicap Main was a real thriller. The race was stopped three times with the black flag, as riders continually managed to fall down at the first corner. On one occasion three riders hooked up, veered to the right, and crashed into the fence. Riders, and machinery were piled up, and it took considerable time to separate them from each other.

With 105 riders here this evening, and some 1000 spectators, without doubt Cycleland Speedway offers one of the more entertaining and professional like activities in the North Valley area.

(Results on page 31)

## NEW FLUID USED IN BALANCING MOTORCYCLE TIRES

A new, accurate and economical method of balancing motorcycle tires has been developed using a balancing fluid named T.B.F. The product will be distributed to the motorcycle industry by Webco, Inc. and their network of dealers.

T.B.F. tire balancing fluid employs the age-old principle of centrifugal force. When an out-of-balance condition exists on a rolling tire, the axle center moves toward the out-of-balance condition. This movement is echoed throughout the machine in the form of vibration, creating a long radius on the back side or light side of the tire and rim. The movable fluid and suspended solid solution of T.B.F. automatically seeks this long radius on the light side. In placing itself in this position, it counter-balances the original out-of-balance position. T.B.F. is packaged in convenient 12-ounce containers suitable for one motorcycle wheel and requires only a few minutes to complete installation.

T.B.F. is installed with a special injector gun that forces the T.B.F. fluid into the tube through the valve stem. The injector gun is powered by compressed air. T.B.F. will carry a Webco part number 2110 in 12-ounce containers retailing at $2.95. The air injector gun requires a one-time purchase only. Its Webco part number is 2111 and retails at $4.90.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# Anti Bike Ordinance Passed By Alameda County

ALAMEDA COUNTY, CALIF. - An ordinance has been passed by the Board of Supervisors of Alameda County affecting the dirt riding motorcyclist. The ordinance was introduced by Supervisor Robert E. Hannon in response to requests from the Greenridge Community Association an area of homes adjacent to Cull Canyon Regional Park. Residents were ired by cyclists riding on undeveloped property adjoining the tract. The ordinance was adopted May 5, 1970, effective in 30 days, with all Supervisors voting, Aye.

As the ordinance reads, it is unlawful to operate a motorcycle or other two wheel, motor-driven vehicle on unimproved property within the unincorporated area of the County of Alameda without prior written permission of the owner. The definition for "unimproved property," is given as any uncultivated property or any uncultivated portion of lots or acreage being used for residential, industrial, commerical or agrilcultural purposes. Excluded from this law are family and relatives of the property owner.

The East Bay Regional Park District, which covers Alameda and Contra Costa Counties, provides the cyclist with only a 64 acre overcrowded area on Redwood Road, with the only parking being road shoulders or natural wide spots in the road.

In a letter dated May 12, 1970 from the East Bay Regional Park District, it stated that they are aware of the growing sport of dirt-riding and the lack of riding areas. They cannot buy land for a mechanical park until they have a tax increase.

## Johnson Repeats At Hayward

By Bill Spencer

HAYWARD, Ca., May 23, 1970 – Paul Johnson devastated all comers in the 250cc Expert Main Event at the Hayward Speedway for the second straight week.

Johnson was hurt twice in the past year and there was some doubt if he could return to his old style. But now there is no doubt that he is in grand form. Second place went to Bruce Teixeira and third to John Hlebo.

Johnson took a second in the first heat behind Bob Scally. Scally was one of three riders that managed to stay in the front row as the Hayward starter was having a field day with the line creepers. Scally was long gone when the flag went up with Les Costanza, Johnson and Lee Seidel in hot pursuit.

Seidel slid out on the second lpa, he did the same in the 500 Ex., and Johnson got by on the inside of Costanza for the second. In the Main, he was long gone from the start and was already lapping bikes at the checkered.

The second heat went to John Gennai, who had a great duel with Teixeira for a few laps but went on to win by a fair margin.

Rick Otto made his second appearance of the year at Hayward and made it count with a win in the 650 Expert Main. Dan Hughes beat out Tiffen Mullenary for third while Larry Lane diced throughout the 15 laps with Wheeler Gresham.

John Hall beat Pat Eagan, on the inside to win the 350cc Amateur Main with Don Sholler taking third place honors on his Sprint.

Mike Whiteside got the big brass in the 250 Amateur Main with Gary Kunsman taking second.

The standing room only crowd watched another series of great races put on by the Hayward M.C. and their turning out in such great numbers has helped to put motorcycling in a better light.

## Graham Speedway Opens

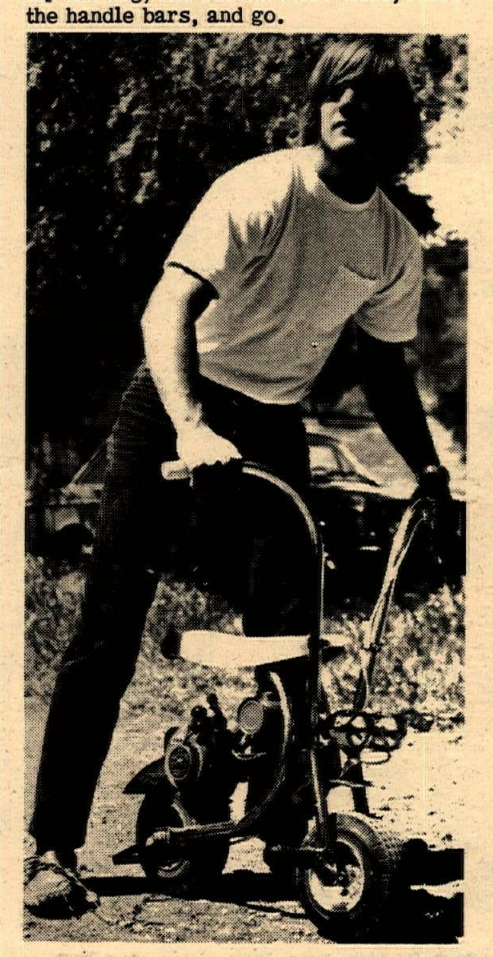
By Judy Merryfield

GRAHAM, WASH., May 22, 1970 – The first TT race of the season was held at Graham Speedway in Graham, Wash. The track was in great shape, the riders keyed up and ready and a good crowd was on hand.

Fastest time of the night was set by Squire Tomasie on a Triumph. Squire took the trophy dash by a bike length with Emil Ahola, also Triumph mounted, in second. The Expert Main was action plus. Greg Morris led for the first four laps with Emil Ahola on his rear wheel waiting for Greg's mistake. On the fifth lap Greg made it and Ahola got by on the right turn and stretched it out for a win. Don Holton, on a Triumph, and John Bromley, Harley mounted, were wheel to wheel for third. Morris dropped way back, and on the sixth lap Bromley took over for a second place with Holton in third. Ron Carney on a Triumph was fourth. The Amateur Main was won by Pat Marinatchie on a Triumph, and the Novice Main by J. Messler on a Suzuki.

## The Bike In A Bag...Carry It Or Ride It!

MICO-POWER has a new vehicle for the outdoorsman with travel in mind... the "MICRO-BIKE". This tiny machine, weighing a scant 30 lbs., folds snugly into its own lightweight carrying bag. When you're ready to ride, merely unzip the bag, lift out the Mico-Bike, raise the handle bars, and go.



Equipped with a rugged 21cc engine, the Mico-Bike supports 300 lbs., cruises at speeds up to 18 mph, and boasts fuel consumption of only one mile per ounce! But there's more than novelty to this machine. MICRO-POWER has gone all out to insure a smooth ride for even the youngest adventurer. Premium grade tires, ball bearing wheels, and a patented spring steel frame are standard equipment. So are the dual headlights and tail light, the hand-controlled brake, positive fuel shutoff, and six sets of roller bearings for long engine life. Most important, the Micro-Bike is a genuine traveler...something no other bike can claim. It's a happy stowaway in your auto trunk, on a small boat, or even in a small plane. In fact, several bikes will readily fit into the back of a station wagon or the family camper for weekend and long distance outings.

## THOUSAND VIEWS WHITE MOUNTAIN PREMIER

By Elgy D. Shewey

ROCK SPRINGS, WYO. May 10, 1970 – A thousand spectators gathered at the White Mountain Race Track north of her to watch the first race of the Spring season.

The most exciting races proved to be the 10 lap sweepstakes races. The top three in each class of the lightweight division were put together for a showdown.

John Larrabaster won the up-to 30 horsepower sweepstakes with his 175 Bultaco. Ken Weskamp of Rock Springs won the big bike sweepstakes race with a 360 Maico. He outdistanced the top three riders in each of the big bike classes.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# WESTERNERS COME

By Terry Pratt

BAY MARE, CAL. June 7, 1970 – The West Coast was out to make a come back after last week's heartbreaking one point loss to the Eastern team at Pepperell. Everyone thought things would be in the West's favor at Bay Mare, but the manner in which the westerners walked away with Sunday's meet was better than could have been expected.

Terry Bilton, winner of Sunday's 500cc Sr. event, takes a jump on the front straightaway.

Team Captain Jim Wilson won all three motos after bringing his Greeves from behind to pass AJS rider Jim West. Incredibly, Wilson, West, John DeSoto and Tim Hart took the first four places in order everytime the team races lined up.

Highest scoring Eastern rider was Seppo Makinen who managed a fifth place behind the Western steam roller. Star rider for the New England squad Barry Higgins didn't make the trip owing to a reported hairline skull fracture incurred in last week's match. Charlie Vincent was pressed into service to replace Higgins. He joined his brother Glenn, Bob Ismailof, Seppo. Peter Lamppu and team manger Ron Jeckels to make up the Eastern team.

To make the action as clear as a picture the Easterners were suited up in red sweatshirts while the West boys wore white. When the pack crested the first hill for the first race all six white shirts were out in front.

Jim West had his twistgrip rolled all the way back and got his Ajay out in front where he stayed until about one third of way through when Jim Wilson got by to take his first team win of the day.

Perennial favorite John Rice was slugging it out in fourth place on his Maico when the spark failed and dropped him out.

High scorer for the East last week, Peter Lamppu collided with Jim O'Neal and bent the shift lever on his Montesa.

The second race turned out to be almost a copy of the first round. John Rice pulled the horse out of that Maico and led the charge up the hill before Jim West took over when John R. went down.

Young West was flying and stayed ahead of Wilson, DeSoto and Hart for most of the race before he let his front wheel creep over the berm in the high speed starting line bend and Wilson got by. John R. had restarted and worked his way through most of the Eastern team before another spill put him back again. Peter Lamppu crashed twisting his knee but he got up to finish.

In the final round John R. got a jump on the starter but John DeSoto got his CZ around him after the first hill. West passed DeSoto and once again got out in front. This time it looked like he was going to stay there. Back in the ranks the western domination continued as Wilson, DeSoto and Hart filled up the next three places. West and Wilson battled around the course for most of the race before West's gas cap popped open and sloshed him with mix. Wilson came up to collect his third win and West held on to second.

Bob Ismailof took a fifth to be highest eastern finisher in the third moto. Jim O'Neal was sixth as he had been in the previous race.

After the drop of the final flag Champagne corks whistled through the air and foaming bottles were passed to all twelve riders lined up at the staging area. Makinen, Hart and some of the more culturally refined managed a restrained sip but most of the boys found the warm stuff too sudsey to drink so they enjoyed the celebration by spraying the crowd with a shaken bottle or just pouring the bubbly wine all over each other.

Both teams had a lot to celebrate. That moment with the champagne was preluded by weeks of hot dusty qualifying races, hours in the garage, painful injuries and thousands of miles of traveling.

Billy Clements, left, West Coast team alternate, chases another rider during Saturday's practice round.

West Coast Captain Jim Wilson won all three

# BACK

How conclusive was it? Maybe not at all. The East had won by one point on their race track at Pepperell and the West annihilated its competition here Sunday. No one can look at the East/West series and say that one region is producing better motocross rider than the other. Too many varying factors come into play. The simple logistics of moving a team of riders and their machines from one coast to another puts the visiting team at a disadvantage. Long plane flights, missed sleep and meals, anxiety over machine preparation and hurried practice all combine to weaken a team's effort. It affected western riders at Pepperell and the easterners suffered out here.

The difference in the tracks had its effect on the outcome also. Pepperell is a rough, demanding track but some say that that type of riding can be learned quicker although it is harder to ride here really well.

Fast, hard packed Bay Mare is a different story. In the words of Seppo Makinen, one has to be more of an "artist" to be able to find the last ragged edge of adhesion on the slippery dry corners.

Any one who was at Bay Mare Sunday will agree that Jim Wilson and his team mates are all just that kind of artist.

(Results on page 22)

Jim West, a very strong finisher for the West squad, negotiates a muddy corner at Bay Mare Sunday.

the East/West motos.

John (7) Rice dices in and out with Ron Jeckels of the East Coast team.

# THE SAGA OF PANOCHE HILLS

By Russ Sanford

Last week, I promised an article on the "Panoche Hills story". Geographically, Panoche Hills is located 40 miles southwest of Madera and 50 miles due east of Salinas. I need not describe it further to the thousands of riders who, until April of this year, frequented the hills each weekend. For the rest of you, its location is unimportant. But, let it serve as an object lesson – because Panoche Hills could very well be your own favored area.

## The Never Ending Saga of Panoche Hills

Panoche Hills is public land...administered for the good of the total public by the BLM (Bureau of Land Management). Twenty-five years ago, a young lad named John Gale, Jr., rode through these hills on an old Indian Scout. Occasionally, John would be accompanied by a friend or two and they would ride through the endless expanse of this 33,000 acres 'til their tanks ran dry. Then John and his friends decided to hold a meet and the area was 'discovered' by riders from the San Francisco Bay Area. As time passed, more and more riders appeared in 'John's backyard', but there was plenty of room for everyone. There were sheep on the land, but what the heck!...nobody bothered sheep.

Eventually, 'John's back yard' got a little crowded; the bikes got bigger; the grazing areas began to show signs of permanent damage; and people started protesting. Until this time, nobody cared about who owned the land...it was just land...there for the riding. But the protestations on the part of those who were paying for the grazing rights soon brought the BLM into the picture on a more formal basis. At first, the BLM tended to look the other way but pressures from the organized groups soon demanded attention. The protestors offered convincing evidence of general mis-use of the land in terms of litter, soil erosion, livestock literally run to death, destroyed fences, and personal harrasment.

Now, John and his local motorcycling friends grew quite concerned about the poor manners of their weekend 'guests' and the effect that this might have upon the future of their favored riding area. They were constantly placating their neighbors because, you see, John and his motorcycling buddies had long since grown to manhood and become ranchers in the surround area. And then in March of 1969 it happened – the BLM posted Panoche Hills and locked the gate. The reasons were numerous: high fire potential; litter; soil erosion; complaints from other users; nesting season for Chukars – you name it!

Russ Sanford

John and his friends had been evicted from 'their own back yard'. They felt that they had lost a friend. While the former guests from over on the other side of the hill sat and moaned and blamed the BLM, John and his local friends (who are also known as the Central California Trail Riders) met with the BLM and worked out a plan. Delmar Vail, the BLM's District Superintendent, and the C.C.T.R. marked off 13,000 acres of area which would be used exclusively by motorcycles. The boundaries were marked every 60-80 feet by orange-painted 2x2's extending 30 inches above the ground. Each was posted with a sign depicting a motorcycle with a slash through it. In addition to the 13,000 acres, an eighteen mile loop trail was laid out and boundary markers established on both sides of the trail. The trail consisted equally of dirt roads, trails, and a section following a ridged area. John and the C.C.T.R. removed all existing litter and the area literally sparkled.

The grand (re-)opening came and so did the riders. John and the C.C.T.R. met them at the gate, extended welcomes, handed out copies of the rules, and stood back to admire the fruits of their labors. And what did they see? You guessed it!... litter; people riding out of bounds, riders playing touch tag with sheep; fences being destroyed...and you name it! Was John and the C.C.T.R. discouraged. No! They enlisted the aid of Ken Crutcher (another motorcyclist) and equipped his crop-dusting plane with a loud speaker. They flew over the area and tried to persuade the errant riders to stay inside the boundary markers. Can you guess what happened? A new game emerged...called "hide-and-seek with the airplane". And then on March 29th, a 30-year old geophysicist on a brand new bike just couldn't contain himself any longer. So he sneaked off the trail and made a flying trip up an adjoining knoll only to find himself totally airborne for a distance of no less than 200 feet. It took several Sheriffs Deputies and a helicopter to extricate his broken body from the area. Delmar Vail, the BLM man, who had worked hand-in-hand with John and the C.C.T.R., threw his hands in the air and declared 'he'd had it'!

I have known Del for over a year and I know him to be a patient and understanding man. Del had shared John's enthusiasm for this project. They both knew beforehand that the bike riders would understand that this was a pilot project by which they could prove, once and for all, that the motorcyclists were really good guys, Who, if given a break, would show their true colors and respond admirably. Del's enthusiasm was evidenced by his continued presence at the site: a presence sponsored at his own expense and on his own time.

On March 30th, Del once again put up the signs and padlocked the gate. The weekend guests no longer come to Panoche Hills. John and his friends once again have time to ride...but on their own ranches.

And where does this leave us? Panoche Hills is close! Our pilot project is down the drain! And our detractors have one more shining example to point to! What have we learned from all of this? Do you suppose the ten-percenters are even aware of the injustice that they have caused the respectable and respectful motorcyclists?

For the sake of the record:

1. The ten-percenters were not members of a gang. They were people like you and I who figured that a ol' infraction of the rules here and there would go unnoticed.
2. John Gale and the C.C.T.R. literally begged for help from the organized groups using the area. They received numerous promises but all they ever got was more riders.
3. This is not a fairy tale or a whitewash of the BLM. It is a true story. Related by motorcyclists!

And now, in spite of all this, guess what? Delmar Vail and the BLM have indicated to me that they will give serious consideration to re-opening Panoche Hills to the motorcyclists. Much of the former exuberance is gone and their replies are tinged with reluctance and doubt. If you, the former users of Panoche Hills, really want the area reopened, it can be done. But you are going to have to do it. You won't get much help from those who have already been burnt a couple of times.

There are three possible methods:

1. Through exercising a cooperative agreement. This would mean forming an organization and assuming full responsibility for sanitation facilities, enforcement of regulations, medical assistance, communications systems, fences, and other related service. The area would be open to the entire public and no fee could be charged for entrance.
2. Through exercising a lease. This also would mean forming a non-profit organization with similar responsibilities, however, entrance fees could be charged; and liability insurance would be mandatory.
3. Obtaining financial support for the BLM to manage the area. The BLM is presently authorized the equivalent of two men for one month or one man for two months each year for all services related to Panoche Hills.

Although the BLM is empowered to collect fees, such revenues must be placed in a special fund and cannot be used by the BLM to maintain the area from which the fees were derived. Therefore, any additional support must come directly from Washington (D.C.) specially earmarked for the operation of Panoche Hills. There is only one way to get that support and that is through our elected representatives in Washington. It would require a massive letter-writing program and intense persuasion.

So there you are! What do you former Panoche Hills riders want to do? I will volunteer to act as a clearing-house for your comments. If you want to regain this riding area, drop me a letter. Please indicate your preference of the three foregoing alternatives. Send your comments to Russ Sanford, c/o M.O.R.E., P.O. Box 26062, Sacramento, Ca. 95826.

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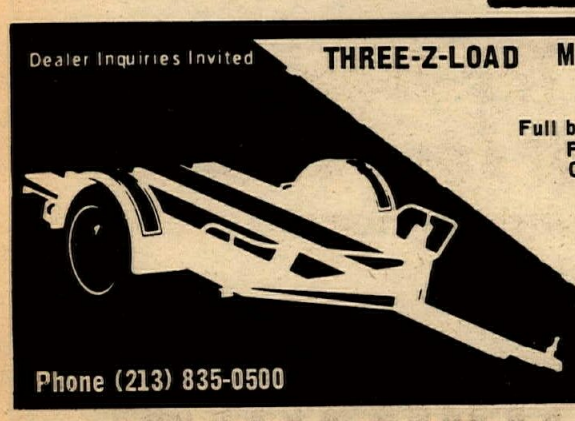
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Gary Jones and his brother, Dwane, ran away with the Encinitas Motocross this past Sunday. Gary won the 125 SENIOR on a Yamaha AT-1, taking all motos in the class. He repeated the sweep in the 250 class on his Yamaha DT-1, again taking all motos. Meanwhile his brother Dwane was cleaning up in the 100 class on his Yamaha 90cc HT-1. Gary and Dwane were using FE PLUS fuel & oil additive in their Yamahas.

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MOTOCROSS
Santa Maria, Calif
May 31, 1970
By Dawna Earnest

OVER 40 RACE
Bob Wade Sac
B.M. Hodge Bul
Darrell Brewer Yam
Bill Tunnell Yam
Olin Clark Bul
Harry Earnest Sac
360cc EXPERTS
Steve Benedict Hus
Greg Johnson CZ
John Dieu Hus
Mike Thompson Hus
Orvis Stacy Mai
Darryl Deinhard Hus
360cc NOVICE
Jack Harter CZ
Steve Boyd Hus
Larry Brooks Hus
Ron Clawson Hus
Jim Chandler Hus
Barry Littler Mai
Jack Wilson Hus
Richard Ball Mai
250cc EXPERTS
Gary Chaplin AJS
John Grossini CZ
Mike Spier Mai
Carl Nelson Mon
Duane Stacy Suz
Ed La Pointe CZ
Tim Ronssee Hus
Jon Shaffer Mon
Ken Phelps Suz
250cc NOVICE DIV. I
Jack King CZ
Joe Cushaway CZ
Jay Ferris Yam
Russ Barnet Oss
Dan Waller CZ
Keith Williams Yam
Don Eid Yam
Bruce Greenwell Suz
Dan Castle Gre
William Tunnell Yam
250cc NOVICE DIV. II.
Ron Bass Suz
Ed Smith Yam
Jeff Little Suz
John Geer cz
Eldon Carroll Mon
Don Kepley Yam
Frank Kiser Yam
Donald Kalin Suz
James Little Suz
125 EXPERTS
Mike David Sac
Dennis Law Yam
Vincet Clark Hod
Greg Cole Bul
125 NOVICE DIV. I
Jerry Johnson Bul
Ricky Long Yam
Jim Dien Sac
Tom Spichlig Yam
Bruce PARSONS Yam
Jeff Higgins Yam
Alan Thielmann Sac
Dave Payne Sac
125cc NOVICE DIV. II
Tom Miles Yam
Allan Leach Sac
Lex Rice Sac
David Barcelona Yam
Andy Thickstun Sac
Ellis Harlin Yam
John Ostini Yam
Mike Mitchell Kaw
Lonnie Nash Sac
Mike Anderson Sac
Sidney Wilson Yam
100cc NOVICE
Scott Frisby Hon
Peter Pangburn Hod
John Caldwell Sac
Harlan Garcher Jr. Hod
David Harrell Hod
Herb Wait Hod
Mike Bosley Hon
Mike Fowler Bul
Robert Bryant Kaw
POWDER PUFF
Carol Davis Sac
Linda Hale Yam
Sue Bowen Hon
Vickie Nash Hod

ORANGE COUNTY
SPEEDWAY
June 3, 1970

0-125cc JR. TT
Rob Morrison Kaw
Phil McDonald Yam
Scott Smith Yam
Diego Gualda Bul
Jeff Sexton Yam
Bob Hosford Bul
Steve Stanfield Kaw
Mike Thomas Kaw
Dennis Briggs Kaw
Mark Goslee Kaw
0-125cc SR. TT
Steve Nichols Yam
Bob Sanders Yam
Carroll Heiland Yam
Dave Tudor Yam
250cc JR. TT
Scott Smith Yam
Mike Kirk Yam
Rick Isbell Kaw
Robby Purcupile Gre
Bill Hosford Bul
Rick Goade Bul
John Steeber Yam
Donnie Staman Bul
Bill Smith Oss
Morris Malone AJS
250cc SR. TT
Greg Wickam Bul
Jimmy Stein Mai
Charles Gann Bul
Scott Autrey Yam
500cc JR. TT
Steve Thomas BSA
Don Williams Mon
Bill Smith BSA
Bob Lucke Hon
Bill Traver Mon
Frank McNabb Mai
500cc SR. TT
Steve Nichols Yam
Charles Tidwell Mai
Bill Bartels Tri
Dave Tudor -
0-125cc JR. ST
Phil McDonald Yam
Jeff Sexton Yam
Scott Smith Yam
Steve Stanfield Kaw
Diego Gualda Bul
Rob Morrison Kaw
Joel Martinez Kaw
Robby MacEwen Yam
Dave Tudor Yam
Denny Nelson Kaw
Curtis Gordon Yam
0-125cc SR. ST
Steve Nichols Yam
Scott Autrey Yam
Bob Sanders Yam
Carroll Heiland Yam
Bob Williams, Jr. Yam
250cc JR. ST
Greg Wickam Bul
Randy Riggs Mon
Rick Isbell Kaw
Mike Kirk Yam
Bob Prior Bul
Diego Gualda CZ
Tony Dell Oss
Don Emmons Bul
Robby MacEwen Yam
John Steeber Yam
Scott Smith Yam
Rick Goade Bul
250cc SR. ST
Scott Autrey Yam
Charles Gann Bul
Jimmy Stein Mai
Bob Williams, M
Bob Williams, Jr. Kaw
Al Smith Oss
500cc JR. ST
Fred Timberlake Tri
Don Williams Mon
Steve Thomas BSA
Bob Williams, Sr. Mai
Bob Traver Mon
Bob Lucke Hon
500cc SR. ST
Steve Nichols Yam
Dave Tudor -
Charles Tidwell Mai
Al Smith BSA
Bill Bartels Tri

ORANGE COUNTY
FAIRGROUNDS
June 5, 1970
By Mike Capalite

SPECIAL MATCH RACE
Bill Cody Jaw
Sonny Nutter Jaw
HANDICAP CONSOL.
Greg Haserot Jaw
Chuck Hatcher Jaw
Terry Graham Jaw
Bill Cody Jaw
Norm Elledge Jaw
Garry Fishburn Jaw
SCRATCH CONSOL.
Larry Shaw Jaw
Dennis Gildehaur Jaw
Norm Elledge Jaw
Jim Gresham Jaw
2nd DIVISION MAIN
Harlan Bast Jaw
Jerry Singer Jap
Joe Fitzpatrick Jaw
Tommy Bannon Jaw
Steve Bell Jap
Bruce Flanders Jaw
HANDICAP MAIN
Jimmy Raymond Jaw
Larry Shaw Jaw
Sonny Nutter Jaw
Scott Autry Jap
Larry Heinselman Jaw
Les Chankey Jaw
SCRATCH MAIN
Bill Cody Jaw
Larry Heinselman Jaw
John Fishburn Jaw
Sonny Nutter Jaw

MOTOCROSS
Bay Mare, Calif.
June 6-7, 1970
Mike Mulconery Hod
Kirt White Sac
Richard Davis Hod
Dennis Peck Hod
Mike Porter Hod
125 JR.
Tom Zahnter Hod
Curt Roth Bul
Jim Betts Yam
Kevin Dwyer Yam
Chuck Bauch Bul
250 JR.
Ron DeSoto CZ
Dan Armstrong Yam
Joe Bonello Yam
Doug Grant -
Mike Tilman Bul
125 SR.
Jim Dawson Yam
Jon Miller Bul
Bob Vaca Bul
Terry Clark -
250 SR.
Bill Clements Hus
John Maroney CZ
Brad Lackey CZ
Mike Runyard Mon
Jim Dawson Yam
500 JR.
Steve Bibb Mai
Ken Pasley Mai
John Greenwald Hus
Joe Scarber Hus
Steve Rauch CZ
500 SR.
Terry Bilton Mai
Bill Clements Hus
Mike Runyard Mon
Bob Hershey Mai
Larry Watkins Mai
ALL STARS
Tim Hart Mon
Jim Wilson Gre
Terry Bilton Mai
Bob Hershey Mai
Mike Runyard Mon
Glenn Vincent CZ
Bill Clements Hus
Brad Lackey CZ

TRIPLE "M"
SPEEDWAY
June 6, 1970
By Lucky and Vi Kirby

100 NOVICE
Chuck Goodrich M.B.
Larry Fry Kaw
Rich Rheingans Kaw
Charles Knight Kaw
125 NOVICE
Doug Nelson -
Richard See Sac
Charles Giese Pen
Russell Davis Yam
Steve Pimental Kaw
200 NOVICE
John Vance Bul
Vilas Burgess Bul
Bill Carrando Bul
Buzz Byrenes Bul
100/125/200 AM.
Larry Ringler Yam
Jerry Bland Bul
Ron Blackman Yam
250 NOVICE
Kurt Jorgenson Yam
Duane Bowling Yam
Randy Pean Yam
Gary Rowette Suz
Larry Sharts Bul
Tom Bowie Suz
250 AMATUER
Peter Ford Yam
Jeff Davidson Oss
Darrel White AE
250 EXPERT
John Green Bul
Steve Young Suz
Gerald Henderson Bul
350/650 NOVICE – OPEN
Dennis Custard Mon
Larry Gower CZ
250/350/650 AM.-OPEN
Bill Krill Yam
Kenneth Hatch Hus
Tom Madlem CZ
350/650 EXPERT-OPEN
John Green Mon
Steve Young CZ

AMA NATIONAL
HALF-MILE
June 6, 1970

10 MILE EX.
Dave Sehl H-D
( 9:09.98)
Cal Rayborn H-D
Larry Palmgren Tri
Ronnie Rall BSA
Don Castro Tri
Larry Darr H-D
Gene Romero Tri
Keith Mashborn Yam
Dick Mann BSA
Jim Rice BSA
Mert Lawwill H-D
Mark Brelsford H-D
7 MILE AM.
Maurice Fraser Tri
( 6:33.14)
Dick Holly Tri
Ron Butler Tri
Gary Fisher Tri
Robert Gill BSA

NATIONAL POINT
STANDINGS

| | |
|---|---|
| Dick Mann | 249 |
| Jim Rice | 217 |
| Dave Aldana | 205 |
| Gene Romero | 172 |
| Don Castro | 158 |
| Yvon Duhummel | 136 |
| Mert Lawwill | 112 |
| Art Baumann | 93 |
| Jody Nichoal | 91 |
| Royal Sherbet | 79 |

TT RACES
EXPERTS M.C.
San Diego, Calif
June 7, 1970
By Bill Goodman

POWDER PUFF
L. Fuller Haw
D. Reon Hod
100cc NOVICE
J. Hosaka Hod
J. Brockman Kaw
D. Nash Kaw
125 NOVICE
M. McGillis Yam
B. Jeffries Yam
J. Reon Yam
200cc NOVICE MOTO
J. Swinkle Bul
T. Goodman Bul
J. Harmon Yam
250cc NOVICE
J. Hosaka Yam
D. Ocheltree Yam
M. Tate Yam
OPEN NOVICE MOTO
M. Konshak Nor
J. Humphreys Nor
C. Quinn Tri
125 EXPERT MOTO
C. Beyers Hod
J. Chitwood Yam
H. Scott Yam
250cc EXPERT
S. Peluse Yam
G. Scott Bul
E. Barker Yam
OPEN EXPERT
J. Harmon Nor
R. Ribley Nor
S. Shirk Tri
500cc NOVICE MOTO
N. Pound Hon
W. Butterfield BSA
A. Smith BSA
500cc EXPERT MOTO
D. Clene Hon
D. Yost Yam
J. Bessett BSA
SIDE HACKS
D. Reesch/
R. Emmens H-D
J. Moffett/
C. Erickson BSA

FLAT TRACK
Barstow Bunch M.C.
Barstow, Calif.
June 6, 1970
By Billy Eldred

100cc NOVICE
John Habdad
Troy Hollis
100 EXPERT
Morris Wright
Kirk Reddy
125 NOVICE
Bill Homan
Keith Hueth
250 NOVICE
John Randolph
R. Montoya
250 AMATEUR
Chet Burt
Billy Williams
500 NOVICE
Tom Shumarb
Rich Gillis
500 EXPERT
Nick Richen
John Ferris
OPEN EXPERT
Tim Kaiser
Chet Burt

ISLE OF MAN
PRODUCTION T.T.
June 7, 1970

750cc
Malcolm Uphill Tri
Peter Williams Nor
Ray Pickerell Nor
T. Dickie Tri
Bob Heath BSA
500cc
F. Whiteway Suz
G. Pantall Tri
R. Knight Tri
R. Baylie Tri

SCRAMBLES
Hayward, Calif.
June 6, 1970

100 NOVICE
Rich Hocking Hod
Mike Seidel Kaw
Len Natton Hon
125 NOVICE
Ron Self Yam
Doug Kershaw Yam
Carl Blackledge Kaw
175 NOVICE
Roland Kutaka Oss
Wade Ulrich Hon
Dave Schlocker Hon
200 NOVICE
Marty Webster Yam
Bill Vanderlaan Mon
Jim Enfantino Bul
200 AM.
Rocky Malynn Suz
Pete Pedrone Bul
Aaron Asman Bri
250 NOV. A MAIN
231 H -
Scott Hewitt Oss
Greg Thorton Bul
250 NOVICE B MAIN
Ken Johnson Bul
Mike Wasmann Mon
Gary Swingle Yam
250 AMATUER
Bill Calicura Suz
Gary Selby Yam
Don Avery Bul
250 EXPERT
Jim Foley Bul
Barry Webb Bul
Bruce Telxeira Bul
350 NOVICE
Bud Varco Hon
Jim Mosher Bul
Roger Newman Hon
350 AMATUER
Ken Gallegher Hon
Lee Benton Kaw
Clarence Jones H-D
500 NOVICE
John Taylor Bul
Fred Cox BSA
Ray Byrae Tri
500 AMATUER
Bob Lind Mai
Don Tindall Tri
Art Sohn
500 EXPERT
Jim Foley Yam
Ken Dalla Hon
Rich Jacobs Tri
650 NOVICE
Ron Stuckert BSA
Henry Sanchez Tri
Sonny Victor Tri
650 AMATUER
Fred Cziska Tri
Jerry Martin Tri
Mike Sarandria Tri
650 EXPERT
Phil Ray Tri
Jimmie Brooks BSA
Rich Otto Tri

FLAT TRACK
Chico, Calif.
June 6, 1970
By John Noffsinger

HANDICAP MAIN
100cc
Tom Conway Kaw
Tom Southam Bul
John Allen Kaw
200cc
Ron Hastings A.E.
Jim Hubbard Yam
Dan Toby Yam
250cc
Dick Turner Tri
Lowell Moural Yam
Terry Hughes Hus
B CLASS MAIN
100cc
Tom Conway Kaw
200cc
Ron Hastings A.E.
250cc
Robert Foster Mon
SCRATCH MAIN
100cc
Dan Tompkins Kaw
200cc
Jim Hubbard Yam
250cc
Mike Corcoran Mon

# RESULTS

DISTRICT 37 DESERT TRAILBIKES
POINT STANDINGS Continued

| | | | |
|---|---|---|---|
| 221. 320 | Don Dunning, Jr. | Nov | 4 |
| 222. 500 | William Bouscher | Nov | 4 |
| 223. 566 | Anthony Ellard | Nov | 4 |
| 224. 574 | Steven Milliken | Nov | 4 |
| 225. 387 | Robert Haag | Nov | 3 |
| 226. 459 | Roger Henderson | Nov | 3 |
| 227. 696 | Rick Shuttleworth | Nov | 3 |
| 228. 757 | Norman Johnson | Nov | 3 |
| 229. 781 | Ron Jacobs | Nov | 3 |
| 230. 829 | Don Wallingsford | Nov | 3 |
| 231. 517 | Dave Wilson | Nov | 2 |
| 232. 570 | Wayne Lee | Nov | 2 |
| 233. 747 | Roy Francis | Nov | 2 |
| 234. 763 | Tim Welker | Nov | 2 |
| 235. 247 | Valard Morris, Jr. | Nov | 1 |
| 236. 451 | Dan Henslee | Nov | 1 |
| 237. 549 | John Hendrix | Nov | 1 |
| 238. 687 | Jerry Nelson | Nov | 1 |

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TT SCRAMBLES
Elsinore, Calif.
May 23, 1970
By Lori Lee

MINI BIKES
G. Erickson McC
S. Lyons Hon
R. Basile Hon
100 NOVICE
F. Glier Kaw
K. Conley Kaw
R. Milner Kaw
R. Whisner Kaw
D. Briggs Kaw

125 NOVICE
C. Denning Yam
A. Basile Yam
S. Bates -
R. Okuda Kaw

200 NOVICE
J. Porter Yam
M. Vils Hon
M. Shorrow Hon
R. Simon Yam

250 NOVICE
S. Jackson Bul
T. McCod Bul
J. Hendry OSA
B. Bramlett Mon
R. Halmes Yam
S. Uylbenga Bul
R. Parker Bul

350-500 OPEN NOV.
T. Gillespie Kaw
D. Remp ESO
D. Williams Mon
B. Byrd BSA

100 EXPERT
R. Morrison Kaw
R. Tripp Kaw
K. Conley Kaw
M. Rohn Kaw

125 EXPERT
D. Hopkins Yam
S. Willoughby -
G. Nord Yam
C. Denning Yam

250 EXPERT
V. Hannon Kaw
S. Mudd -
S. Willoughby Yam

OPEN EXPERT
J. Stein Mac
J. Sprague -
V. Hannon CZ

SPEC. EXPERT
J. Stein Mac
V. Hannon Kaw
J. Sprague Tri
S. Willoughby Tri

TT SCRAMBLES
Elsinore, Calif.
May 30, 1970
By Lori Lee

MINI BIKES
G. Erickson
S. Egli
C. Markley

100 NOVICE
R. Milner Kaw
F. Baldozier Hod
R. Whisner Kaw
R. Maahs Kaw
G. Erickson Suz
D. Edge Kaw

125 NOVICE
D. Johnston Yam
C. Denning Yam
A. Guilliot Bul
G. Campbell Yam

200 NOVICE
J. Swinko Bul
M. Bloom OSA
R. MacEwen Yam
250 NOV. 1st MAIN
K. Bush Bul
J. Sperry OSA
B. Bramlett Mon
D. Woffle OSA

250 NOV. 2nd MAIN
R. Hoggard Bul
T. McCool Bul
L. Bochkay Yam
J. Hendry OSA

350 NOVICE
J. Ackles Kaw
B. Goff H-D

500 OPEN NOV.
D. Williams Mon
S. Jarman BSA
R. MacEwen Tri

100 EXPERT
R. Morrison Kaw
R. Tripp Kaw
K. Redding Kaw
K. Conley Kaw
125 EXPERT
D. Hopkins Yam
L. Bird Yam
S. Willoughby Yam

200 EXPERT
D. Hopkins Yam
D. Ney Bul
L. Bird Yam
J. Swinko -

250 EXPERT
V. Hannon Kaw
E. Mitchell Yam
C. Gann Bul
H. Cheetwood

500 OPEN EX.
J. Sprague Tri
C. Smith Yam
E. Staffen Yam

SPEC. EXPERT
J. Sprague Tri
E. Mitchell Yam
V. Hannon Kaw

SWEEP
R. Morrison Kaw

ANNUAL
MEMORIAL DAY TT
Black Forest, Colo.
May 30, 1970
By Annie Brokaw

JUNIOR (16 yr. & Under)
Louis Klamm Kaw
Randy Klamm M.B.
Randy Brent Kaw
125 A & B
Jerry Novak Yam
Tim Richards Bul
Andre St. Onge Kaw
Jim Harris Bul
James Adams Yam
Dannie Latham Kaw
Steven Schershligh M.B.
Stephen Pinello BSA
175 A & B
Bob Neumeister Bul
Curt Weagel Suz
Jesse Adams Yam
Gordon Love Bri
250 B
Mirris Frison Yam
Don Hylton Yam
Roger Kurtz Kaw
Dale Thompson Suz
Terry Weagel Suz
Fred Bendrot Suz
Don Brent Kaw
250 A
Mike Willett Yam
Rudy Foster Bul
Jim Blaylock Bul
Bob Neumeister Bul
Phil Latham Yam
Allen Futamata Bul
Gary Palmgren Yam
500 & OPEN A & B
Dean Johnson Tri
Phil Latham Tri
Stan Adams BSA
Harry Turner BSA
Dick Noud Bul
Sonny Anderson Tri
Bill Pearce Tri
Steven Garten Hon

MEMORIAL DAY
TROPHY DASH
Marysville, Calif.
May 30, 1970
By Lucky and Vi Kirby

100 NOVICE
Larry Fry Kaw
Norman Denny Bul
Rick Rheingans Kaw
125 NOVICE
Charles Giese Pen
Bob Morris Yam
Russell Davis Yam
Wes Whitten Yam
200 NOVICE
Warren Smith Bul
Vilas Burgess Bul
Tom Legg Bul
100/125/200 AM.
Jerry Lee Willis Suz
Larry Ringler Yam
Bill Dawson Bul
250 NOVICE
John Perry Suz
Randy Pean Yam
Larry Sharts Bul
Gary Rowett Suz
E.D. Morrison Oss
250 AMATUER
Peter Ford Yam
Gary Kunsman Bul
Larry Batistoni CZ
250 EXPERT
John Green Bul
Barry Webb Bul
350/500/650 NOV.
Rich Chambers Mai
Dennis Custrad Mon
Pete Feikert BSA
360/500/650 AM.
Tom Madlem CZ
Bill Krill Yam
Kenneth Hatch Has
360/500/650 EX.
John Green Mon
Barry Webb Bul

TT SCRAMBLES
Perris, Calif.
May 30, 1970
By Elaine Jones

100cc NOV. I
Don Boon Kaw
Mike DuBont Kaw
Jim Yandell Bul
Ronald Woodward Kaw
50-100cc NOV. II
Skip Gallagher Hon
Mike Moon Yam
Steve Robb Yam
Mike Leighton Hon
100cc NOV. III
Frank Novotney Kaw
Bob Farmer Kaw
Bob Weeks Kaw
Jess James Jr. Bul
100-125cc A/E
Richard Sweaney Kaw
Steve Nichols Yam
Robert Sanders Kaw
Paul Lambert Jr. Yam
125cc NOV. I
Larry Schwimmer Yam
Greg White Yam
Jim Arner Yam
Tim Walton Yam
125cc NOV. II
Phil McDonald Yam
Jim Kline Yam
George Gillespie Yam
Dough McIntyre Bul
250cc NOV. I
Ken Brewster Bul
Greg White Kaw
David L. Chappell Mai
Robert Jackson Yam
250cc NOV. II
Larry Gino Bul
Mike Myers Yam
Terry Stanford Bul
Phil McDonald Yam
250cc A/E
Danny Hockie Oss
Scott Smith Yam
Dennis Creason Bul
Tom White Bul
NOVICE MOTO
Leroy Clubb Tri
Cary Tanner Mai
George Gillespie Yam
Boyd Mason Bul
A/E MOTO
Vincent Graves Mai
Tony Denius Yam
Andy Skeel H-D
Roy Griffing Mai

TT RACES
Castle Rock, Wash.
May 30, 1970
By N.A. Williams

NOVICE TROPHY DASH
Randy Scott Bul
Gary Kapus Kaw
Tom Watterson Yam
Jim Messler Suz
NOVICE MAIN
Randy Scott Bul
Gary Kapus Kaw
Tom Sawyer Mon
Tom Watterson Yam
Jim Messler Suz
Ricky Mitchell Yam
Dick Wascher Hon
Bill Winters Hon
Denny LaPorte Bul
Dave Whitsett Bul
AMA. TROPHY DASH
Chuck Joyner Tri
Ed Hermann Tri
Dave Yost Tri
Terry Dorech Tri
Richard Rodgers BSA
AMATEUR MAIN
Chuck Joyner Tri
Terry Dorech Tri
Ed Hermann Tri
Dave Yost Tri
Pat Marenace Tri
Bob Boaz Tri
Richard Rodgers BSA
Gary Brown Nor
Gerald Lambert Tri
Joe Herndon Tri
Tom Phillips Tri
Don McShane Suz
EXPERT TROPHY DASH
Mark Williams Kaw
Paul Bostrom Tri
Dusty Coppage Yam
Emil Ahola Tri
Bill Elder H-D
EXPERT MAIN
Dusty Coppage Yam
Mark Williams Kaw
Paul Bostrom Tri
Sonny Burres Tri
Squire Tomasie Tri
Skip Van Leeuwen Tri
Jim Smith Tri
Bill Elder H-D
Emil Ahola Tri
Glen Adams Nor
Ike Reed Tri
Hugh Fleming Tri

TT RACES
Graham Speedway
Tacoma, Wash.
May 31, 1970
By N.A. Williams

NOVICE TROPHY DASH
Randy Scott Bul
Tom Watterson Yam
Jim Messler Suz
NOVICE MAIN
Randy Scott Bul
Tom Sawyer Mon
Tom Watterson Yam
Randy Skiver Hon
Jim Messler Suz
Mike McNewmar Bul
Paul Southard Bul
Dick Wascher Hon
Tom Enderson Hon
ama. trophy dash
Chuck Joyner Tri
Dave Yost Tri
Gary Brown Nor
Jim Kiltoff Tri
AMATEUR MAIN
Chuck Joyner Tri
Pat Marinacie Tri
Rich Rodgers BSA
Al Brackenbary Tri
Greg Johnston Tri
Joe Herndon Tri
Jim Kiltoff Tri
Ron Buchanan H-D
EX. TROPHY DASH
Jim Jones Tri
Jim Scott Tri
Sonny Burres Tri
Skip Van Leeuwen Tri
EXPERT MAIN
Sonny Burres Tri.
Paul Bostrom Tri
Emil Ahola Tri
Mark Williams Kaw
Sandy Saunders Yam
Jim Smith Tri
Jim Jones Tri
Dan Holton Tri
Skip Van Leeuwen Tri

CMC MOTOCROSS
Perris, Calif.
June 7, 1970

500ccJR.
Brent Rhodes Hus
Bob Feldkamp Hus
John Healy CZ
Richard Franklin Mai
Chuck Esterline Tri
500 EX/INT.
Jim Fishback Yam
Don Baker CZ
Al Anders Bul
Mike Cram Bul
Rich Davis Bul
250 JR.
Bryan Harber Hus
Bob Bland Oss
Jerry Natelborg Bul
Mike Powers Mon
Glen Gipson Hus
250 EX/INT
Tom Rapp Bul
L. Pfutzenreuter Bul
John Rubcic CZ
Robert Norgaard CZ
Ron Peterson Yam
125cc JR.
Jim Gilchrist Yam
Skip Porter Bul
Tim Duni Yam
Ken Bowser Yam
Tim Dunlap Pen
125 EX/INT.
Bill Urban Bul
Randy Myers Bul
Darrel Bassani Hod
Davie Davis Bul
Jim Fishback Yam
100cc JR.
Ken Bowser Yam
Jim Cooke Bul
W. Wessels Hod
Bob Fish Bul
B. Boberick Hod

FLAT TRACK
Gilroy, Calif.
May 30, 1970

100 NOVICE
Randy Scarborough Kaw
Mike Seidel Kaw
John Emerson Hod
125 NOVICE
Nic Nazzisi Yam
Steve Foster Bul
Tim Wright Mai
175 NOVICE
Tom Seidel Kaw
Randy Robinson Hon
Wade Ulrich Hon
200 NOVICE
Bob Ballenger Bul
Rich Sanor Bul
Bob Rank Suz
200 AMATUER
Dan Cosio Bul
Aaron Asman Bri
Bob Willis Bul
250 NOVICE
Mike Musgrove Yam
Gary Vanderpool Bul
Jim Moyles Bul
250 AMATUER
Derek Olsen Bul
Kevin Morrison Bul
Tim Navarro Yam
250 EXPERT
Paul Johnson Bul
Lee Seidel Kaw
Jim Foley Bul
350 NOVICE
Glen Hall Hon
Hector Cisneros Hon
Rich Porter Bul
350 AMATUER
Jim Conway Bul
Don Wells Hon
Rich Weaver Hon
500 NOVICE
Bob Gansberger Tri
John Taylor Bul
Rod Tavares Tri
500 AMATUER
Don Tindall Tri
Larry Schultz Hon
Mike Farley Tri
500 EXPERT
Craig Fillmer Tri
Lee Seidel Hon
Rich Jacobs Tri
650 NOVICE
Jim Hay Hurst Tri
Rudy Jacobs Tri
650 AMATUER
Al Ludwigsen Tri
Jim Morrill Tri
650 EXPERT
Jim Brooks BSA
Bill Lanasborough BSA
Bud Nice Tri

CMC MOTOCROSS
ASCOT PARK
Gardena, Calif.
June 4, 1970

125 EX. INT.
Jim Wilson Puc
Scott Sivadge Yam
Bruce Baron Yam
Bob Vacca Bul
Bob Kulek (Int.) Bul
250 EX. INT.
Jim Wilson Gre
John DeSoto C-Z
Tom Rapp Bul
Tim Hart Mon
Mike Runyard Mon
Bob Messer (Int.) CZ
500 EX. INT.
Jim Wilson -
Tim Hart Mon
Mike Runyard Mon
Ronnie Bumn (Int.) CZ
Don Baker CZ
500 JR.
Glen Hughes CZ
Bob Naylor CZ
Michael Rendich CZ
Ken Markham Hus
Don Hedges Mon
100 JR.
M. Hayes Hod
Danny Slaton Bul
Tim Ferris Hod
Scott Hoffee Hod
Stan Nutter Hod
250 JR.
Fred Cox CZ
Mike Horstman CZ
R. DeSoto CZ
Chuck Esterline Bul
Don Watkins Mon
125 JR.
Jeff Cruzon Bul
Ken Cooke Yam
Louie Duhn Bul
Jessie Slaton Bul
J. Sharp Pen

MOTOCROSS
Ensenada, Mexico
May 31, 1970
By Rich Hoffman

125cc
Oscar Lujan Hon
Lee Fabry Hod
Jack Mahan Pen
Rich Hoffman Yam
250cc
Paul De LaTorre Bul
Lee Fabry Hod
Barry Watkins Oss
Rich Hoffman Yam
OPEN
Paul De LaTorre Bul
Oscar Lujan Hon
Jack Mahan Pen
Rich Hoffman Yam
TROPHY DASH
Paul De LaTorre Bul
Lee Fabry Hod
Jack Mahan Pen

TT SCRAMBLES
Perris, Calif.
June 6, 1970
By Elaine Jones

100cc NOV. I
Jess James Jr. Bul
Stan Patterson Kaw
Skip Gallagher Hon
100cc NOV. II
Tom Jasangar Kaw
Frank Novotney Kaw
Bob Weeks Kaw
100cc NOV. III
Doug McIntyre Suz
Dan Johnson Kaw
Eric Arras Hod
125cc NOV. I
Marty Davis Bul
Jim Arrer Yam
Vic Hensley Yam
125cc NOV. II
Rick Doyle Yam
Don Frauenberger Bul
Frank Robertson Yam
125cc A/E
Steve Nichols Yam
Doug Mason Yam
250cc NOV. I
Ken Brewster Bul
Nathan Eyell Mon
Donald Bittner Oss
250cc NOV. II
Terry Stanford Bul
Toby Stanford Bul
Chuck Bybee Mai
250cc A/E
Tom White Bul
Doug Mason Bul
John Koto Yam
NOV. MOTO
Cary Tanner Mai
Bruce Prior H-D
Gary Cowden CZ
EX. MOTO.
Steve Nichols Yam
Tony Denius Yam
Bill Bartels Tri
SWEEPSTAKES
Tom White

MOTOCROSS
HI-JINX M.C.
Perris, Calif.
May 31, 1970
By Elaine Jones

100cc JR.
Steve Barnes -
P. Stoner Hod
D. Walter Sac
B. Farmer Kaw
100cc SR.
M. Hayes Hod
R. Sweaney Kaw
Al Walkins Bri
125cc JR.
B. King Yam
J. Townsend Bul
D. Hazlett Yam
D. Lambe Yam
250cc JR.
T. Francis Hus
B. Sticer CZ
L. Furu CZ
M. Alvirght Yam
OPEN JR.
K. Jenner Hus
B. Jones A.E.
S. Lowell Mon
R. Franklin Mai
OPEN SR.
Larry Watkins Mai
C. Cotton CZ
PASSENGER RACE
Carl Cotton/
Larry Kopp CZ
Brian King/
Gary Poppet Yam
Stephen Lowell/
B.M. Lowell Mon

TT RACES
Portland, Oregon
May 29, 1970
By N.A. Williams

NOVICE TROPHY DASH
Gary Kapus Kaw
Neal Hulet Hon
Randy Scott Bul
NOVICE MAIN
Randy Scott Bul
Gary Kapus Kaw
Neal Hulet Hon
Fredolf Johnson Bul
Mike Hannula Yam
Donald Padgett Kaw
Mark Leslie Suz
Harold Evans Bul
Tom Sawyer Mont
Sonny Wright Yam
AM. TROPHY DASH
Joe Herndon Tri
Chuck Joyner Tri
Tom Phillips Tri
Jim Herschback Tri
AMATEUR MAIN
Ed Hermann Tri
Tom Phillips Tri
Harold Morse Tri
Darrell Cotton Tri
Joe Herndon Tri
Gerald Lambert Tri
Marcus Norman Tri
EXPERT TROPHY DASH
Glen Adams Nor
Mark Williams Kaw
Thad Lawrence Tri
Darrell Cotton Tri
EXPERT MAIN
Mark Williams Kaw
Jim Smith Tri
Ike Reed Tri
Glen Adams Nor
Sonny Burros Tri
T.L. Hoglan Nor
Jack Mott BSA
Thad Lawrence Tri
Dick Donaca Tri
Skip Van Leeuwen Tri

MOTOCROSS
Deadman's Point
May 31, 1970

100 DIV. I
Frank Wilsford Sr. Hod
Steve Dockson Hod
Jim Harwood Hod
John Walgamuth Sac
100 DIV. II
Jim Hoover Hod
Dave Courter -
Craig Lee Yam
Steve Carl Hod
125 DIV. I
D. Brown Pen
# 194
Tony Rogers Yam
Joe Stout Yam
125 DIV. II
Randy Klassen Yam
Jeff Sexton Yam
Dave Lawson Yam
Eric Jacobson Yam
125 DIV. III
Don Reynolds Pen
Ken Mathis Yam
Dave Coulter Bul
Mark Hawell Yam
250 DIV. I
Rex Staton Oss
Mike Spallman Oss
Stan Johnston Hus
Dave Brown Yam
250 DIV. II
Jim Hoover Yam
Gary Whitehead Hus
Jim Travis Yam
Mike Faulkner Yam
500 JR.
Mark Shook Hus
Robert Paxton CZ
Bud Feidkamp Hus
# 4
250 SR.
Larry Mulock CZ
Don Watkins Jr. Mon
Geo. Spellman Oss
Ron Rakisits Yam
Robert Martin Mon
500 SR.
Tom Horton AJS
SERIES LEADERS
through May 31st
100 CC.
Jim Hoover 2922
Steve Garl 2644
Tom Kishen 2376
Frank Wilsford Sr. 2273
Jim Harwood 1537
125 CC.
Jeff Sexton 1925
Dave Coulter 1834
Glenn Ferris 1823
Randy Kiassen 1696
Dave Lawson 1339
250 CC.
Rex Staten 3600
Gary Whitehead 3013
Mike Spellman 2144
Jim Travis 2119
Dave Brown 1334
500 CC.
Mickey Burton 2177
Mark Shook 1734
Shorty Raudman 1200
David Smead 1114
Tom Horton 795

500cc WORLD
MOTOCROSS
Tikkurila, Finland
May 23, 1970

A. Kring Hus
A. Jonsson Mai
B. Aberg Hus
C. Hammargren Hus
H. Hoppe CZ
J-E Sallquist Hus
Z. Strnad CZ

250cc WORLD
MOTOCROSS
San Severino, Italy
May 24, 1970

J. Robert Suz
S. Geboers Suz
M. Halm CZ
U. Palm Hus
H. Mikkola Hus
M. Davis AJS
J. Stodulka CZ
K. Konecny CZ

500cc WORLD
MOTOCROSS
CHAMPIONSHIP
Sweden
May 31, 1970

C. Hammargren Hus
P. Friedrichs CZ
J. Johansson Hus
J. Teuwissen Hus
O. Toman CZ
J-E. Saliquist Hus
J. Van Velthoven Hus
H. Hansson Hus
H. Henriksson Hus
L. Nord Hus

WORLD CHAMPION-
SHIP LEADERS
500cc MOTOCROSS
After 6th round

A. Kring 57
J. Teuwissen 44
B. Aberg 43
C. Hammargren 41
A. Jonsson 35
P. Friedrichs 30

POINT STANDINGS
250cc WORLD MOTO-
CROSS CHAMPIONSHIP
After fifth round

J. Robert (Belgium) 30
S. Geboers (Belgium) 26
M. Halm (Czechoslovakia) 19

BIG BEAR TRIALS
Big Bear, Calif.
June 7, 1970
By G. L. Barton

Trophy Winners
MASTER
Kevin Walker Bul
Bob Grove Bul
Richard Bledsoe Bul
John Walters Bul

EXPERT
Dewayne Blazer Mon
Fernando Belair Mon
Dean Clippert Mon
Mark Egger Bul
William Smith Bul
Fred Haas Bul

AMATUER LT. WT.
Terrence Griffiths Mon
Danny Kledrowski Bul
Leroy Earl Bul
David Hollis Bul
Bill Bryan Bul
Porter Friend Bul
Ray Lires Mon
Mike Anderson Mon
AM. ULTRA
LIGHT WEIGHT
Dick Cochran Alt
Jeff Kawkie Sar
Bruce Lanphar Spr
Richard Delaney Sar
Rick Cridelich Hod
Craig Hunter Yam
Ron Glasgow Bul
Richard Marquez Hod

TROJAN SPEEDWAY
June 4, 1970
By Eddie Smith

TROPHY DASHES
100 TT
Tom Horton Kaw
125 TT
Dennis Hanson Yam
250 TT
Bob Byers Yam
100 FT
Ron Williams Hod
125 FT
Dale Hopkins Yam
250 FT
Tom Warren Bul
MAIN EVENTS
100 TT
Jack Dannenberry Suz
Bob Brooks Kaw
Tom Horton Kaw
Ron Williams Hod
Joe Monohan Yam
Bob Byers Yam
125 TT
Dale Hopkins Yam
Dennis Hanson Yam
Danny Hart Yam
Tom Flynn Yam
Wally Jones Yam
Jerry Bluff Kaw
250 TT
Jimmy Stein Mai
Tommy Hoeron AJS
Irwin Moon Bul
Bob Byers Yam
Chris Smith Yam
Les Costanza Yam
100 FT
Ron Williams Hod
Bob Brooks Kaw
Jack Dannenberry Suz
Mark Buth Hod
Danny Corbett Hod
Joe Monohan Yam
125 FT
Dale Hopkins Yam
Jim Tabler Yam
Dennis Hamson Yam
Tom Warren Bul
Danny Hart Yam
Greg Jones H-D
250 FT
Tom Warren Bul
Les Costanza Yam
Earl Meyer Yam
Jimmy Stein Mai
Greg Archer Hod
Jim Miller Oss

MOTOCROSS
Huntington Beach, Cal.
June 7, 1970
By Fred Bond

100cc NOVICE
Bruce McDougal Hod
Mike Hayes Hod
Danny Slaton Bul
Mike Paulsell Hod
125cc NOVICE
Gary Wickam Yam
Chuck Lampe Yam
Larry Tremblay Bul
Terry Hugueley Bul
250cc NOVICE
Jim Henry Mai
Ted Schafer CZ
George Earl Bul
Mike Neigsch Yam
125cc EXPERT
Jesse Slaton Bul
Pat Flynn Yam
Lloyd Quintard Yam
Bix Dunlavy Yam
250cc EXPERT
John Maynard Spe
Jim Cunningham Yam
Mike Dailey Kaw
Gary Stokes Gre
OPEN EXPERT
John Maynard Mai
J.L. Siebrandt Gre
Buster Warlor CZ
Bill Parening CZ
SWEEPSTAKES
Bruce McDougal Hod
John Maynard Mai
Mike Hayes Hod
Gary Wickam Yam

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## Louisville Nat'l (Continued from page 3)

hour faster than anyone on the track, but he was up high on the outside and taking about 300 yards more distance than the rest.

Now Louisville is an unusual track, in that it is composed of limestone. There is no dust, but the bikes throw up a rooster tail that can blast a rider running behind to the point of blindness. Aldana was up on the outside to avoid the spray and was completely covered with dust. On the last lap of the Semi, he left his gas on all the way through the last corner, in an effort to pass everyone ahead of him. He was flat out in a full-lock slide and had one hand on his face shield, using it as a windshield wiper. He caught the third place Darr, who was having his own problems seeing, and bumped his slightly. Aldana thought he was bumping the inside rail and turned to the outside. The outside fence was only a few inches away when he did this, and only Aldana and his Maker know how he avoided it. Young Dave didn't fall, though, and even though he didn't make the feature, he probably did the best bit of riding of the whole night for about one quarter of a second.

The Semi ended with Castro, Mann and Darr making the program.

Amateur final time saw Doug Sehl on the pole, with fellow Canadian, Maurice Fraser, next to him. It looked like quite an evening for the Canadians. As the flag fell, Doug jumped into the lead, but sheared a clutch key about 30 yards out and was done for the evening. Maurice, who has been riding a stock framed Triumph, was riding the bike that Dave Sehl had been riding last season. Boy, did he give it a ride!

Maurice was 200 yards ahead of the pack and stayed there the whole race. Second went to Holly and third to Ron Bulter.

The Experts came to the line for the National and Cal Rayborn just hung everything out and got the lead on the first corner. Larry Palmgren was right behind him, and Dave Sehl was across the way, almost beside Palmgren. The track is so wide, and the riders were so close that you really couldn't tell who was in what position. Rayborn was definitely out front, but the next five positions were all in the same place. Sehl got away from the traffic a little, and fell in behind the flying Rayborn. They would go up the shoots together, neither getting the advantage. Then, into the corner, with Dave trying to get under Cal. Rayborn would just be a little too fast, though, and they would come off the corner glued to each other. Apparently Cal got just a little high on one lap, and Dave got under him for the lead. Palmgren was in third and was being pressured by Rall.

Lawwill, Brelsford, Rice and Mann were all having problems and Mert was just out riding around the track at about 20 M.P.H., with a disgusted expression on his face.

About six laps from the end, Sehl's Harley lost an oil return line, and oil was coming out onto the exhaust pipe and really sending up smoke signals. His teammates were sweating it, and it didn't look like he would have enough oil to finish with. Dave was probably thinking a lot about that heat race, when the engine tried to stick up. He didn't lose his cool, though, and kept going until the checkers came out, and he had his first National in the bag. Rayborn got a well earned second, with Larry Palmgren third.

(Results on page 22)

## Speedway (Continued from Page 9)

avoid hitting him. Another run to the hospital for the ambulance as Greg was taken in with possible back injuries.

In the Handicap Main Event, Sonny Nutter and Larry Heinselman, both members of the Great Bear Racing team, collided and went down in the first corner, and Les Chankey went down in the second corner, so a restart was called.

In the restart, it was Scott Autry taking the lead, but Jimmy Raymond worked his way around him for the lead as Les Chankey spilled against the back wall and went down hard. As the corner man grabbed the machine, Les started to get up and then fell back down on the track. The red flags were out, and as the riders came around the corner, they came dangerously close to Les, in fact, only a superb bit of handling by Larry Heinselman kept him from colliding with the fallen rider. As it was apparent that Les was injured, the race was black-flagged and the ambulance was again put into play as Les was taken to the hospital. As the race had completed three laps before it was black-flagged, it was official and Jimmy Raymond was first with Larry Shaw second and Sonny Nutter who had worked up from a 50-yard handicap was third.

The Scratch Main Event looked like a replay of last week except that this time, there were three racing teams involved. Carrying the banner for the Valvoline sponsored USA racing team was 'Wild Bill' Cody, the local hero who had put it on them last week in this same race. Doubling their odds as they did last by having two men in the Main, the Great Bear Racing team was represented by Sonny Nutter and Larry Heinselman, also a repeat of last week. The fourth entry, who was not in the Scratch Main last week, but made it this week to perpetrate the glories of a brand new racing team just formed was John Fishburn riding for the Norm Reeves Speedway Racing team. Off the line, it was Fishburn, Cody, Heinselman and Nutter. Bill wasted no time in getting around Fishburn to take the lead and after he got it, he stretched it out to a safe margin. Fishburn retained second place ahead of Heinselman for two laps, but the pressure by Larry was a little too much and Heinselman moved into second as Nutter tried to catch third but was unable to make it before the checkered flag.

In a special feature match race, it was Bill Cody against Sonny Nutter which again brought out the team rivalry, and as they took off from the starting gate, they both made a dive for the corner at the same time and they bashed together rather hard, although neither one went down, Cody came out in front and held this lead to the finish.

The promoter, Harry Oxley announced that next week Rick Woods would be back from overseas and he would match Cody against Woods in a Special match race. That should make for some interesting racing next Friday night.

(Results on page 22)

## BSA WESTERN APPOINTS TRYON AS SERVICE MANAGER

Mr. Robert Tryon has just been appointed as BSA service manager for the BSA Western Operations Center according to E.W. Pete Colman, vice president of engineering for the Birmingham Small Arms Company Incorporated– the manufacturers of BSA and Triumph motorcycles.

Born in La Habra, California – Mr. Tryon has been involved in the engineering and racing side of motorcycles since his discharge from the Army Engineer Corps in 1952.

Having had the opportunity to learn the tool and die trade in 1953, Mr. Tryon remained in that field until 1964, during which time he was totally involved with motorcycles and closely associated with LeBard & Underwood – one of the oldest BSA dealers on the west coast. He has been the service manager for LeBard & Underwood since 1964.

Mr. Tryon will now be working out of the BSA Western Operations Center at Duarte, California.

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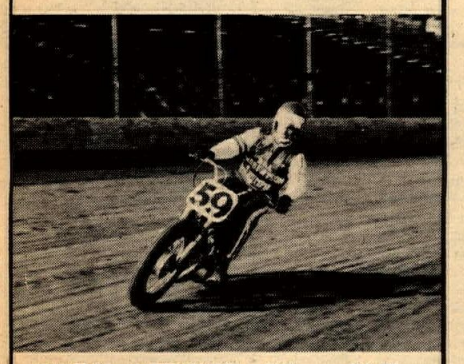
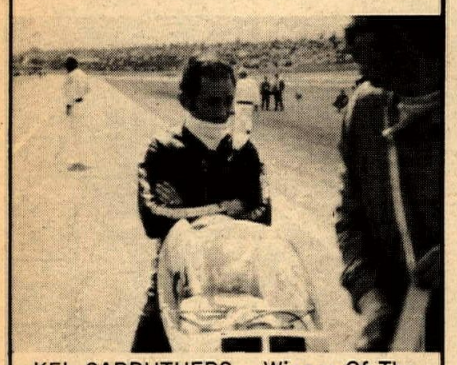
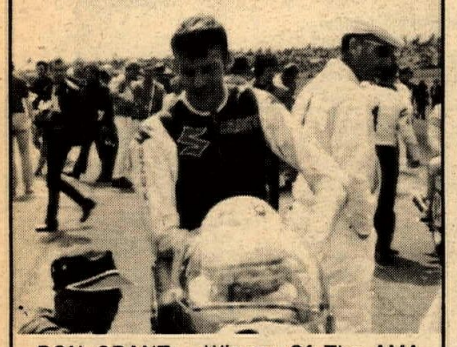


SKIP VanLEEUWEN • Winner Of The Wide World Of Sports 100 Lap TT Race at Ascot Park. March 8, 1970.



KEL CARRUTHERS • Winner Of The 100 Mile Lightweight Amateur/Expert Race at Daytona International Speedway. March 14, 1970.



RON GRANT • Winner Of The AMA Sanctioned 125 Mile National Championship Road Race at Kent, Washington. April 5, 1970.

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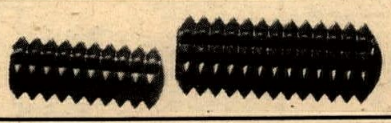

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# AMA NATIONAL CALENDAR

**June 14—100 Mile National Championship Road Race**

New England Motorcycle Dealers Assn., Inc. — Bryar Motor Sport Park, Loudon, N. H.

**Entries must be received at AMA on or before May 24.**

**June 21—30 Lap Mini Road Race National Championship** Tentative

Pittsburgh Racing Assn., Inc. — Heidelberg Raceway, Heidelberg., Pa.

**Entries must be received at AMA on or before May 31.**

**June 26—25 Lap Outdoor TT Championship (Night)**

Howard Tiedt — Santa Fe Speedway, Hinsdale, Ill.

**Entries must be received at AMA on or before June 5.**

**June 28—20 Lap Half Mile Dirt Track National Championship**

Charity Newsies — Ohio State Fairgrounds, Columbus, Ohio.

**Entries must be received at AMA on or before June 7.**

**July 5—20 Lap Half Mile Dirt Track National Championship**

Bob Barkhimer & Assoc. Inc. — Santa Clara County Fairgrounds, San Jose, Calif.

**Entries must be received at AMA on or before June 14.**

**July 11—30 Lap TT National Championship (Night)**

Mt. St. Helens M/C Inc. — Castle Rock Fairgrounds, Castle Rock, Washington.

**Entries must be received at AMA on or before June 20.**

**July 18—50 Lap TT National Championship (Night)**

Agajanian Enterprises, Inc. — Ascot Park, Gardena, Calif.

**Entries must be received at AMA on or before June 27.**

**July 26—20 Lap One Mile Dirt Track National Championship**

Bob Barkhimer & Assoc., Inc. — Santa Rosa Fairgrounds, Santa Rosa, Calif.

**Entries must be received at AMA on or before July 5.**

**Aug. 1—20 Lap TT National Championship (Night)**

Harold Murrell & J. C. Agajanian — Tulare County Fairgrounds — Tulare, Calif.

**Entries must be received at AMA on or before July 11.**

**Aug. 2—Professional A Hillclimb National Championship**

Muskegon M/C — Mt. Garfield — Muskegon, Mich.

**Entrants notified by AMA.**

**Aug. 16—20 Lap Half Mile Dirt Track National Championship**

Professional Motorcycling, Inc. — Vigo County Fairgrounds, Terre Haute, Ind.

**Entries must be received at AMA on or before July 26.**

**Aug. 21—25 Lap Outdoor Short Track National Championship (Night)**

Howard Tiedt — Santa Fe Speedway, Hinsdale, Ill.

**Entries must be received at AMA on or before July 31.**

**Aug. 23—20 Lap Outdoor TT National Championship**

Peoria Motorcycle Club — Peoria M/C grounds, Peoria, Ill.

**Entries must be received at AMA on or before August 2.**

**Aug. 30—20 Lap One Mile Dirt Track National Championship**

Scanlan's Promotions, Inc. — Missouri State Fairgrounds, Sedalia, Mo.

**Entries must be received at AMA on or before August 9.**

**Sept. 6—50 Lap Mile And One Eighth Dirt Track National Championship**

Bushkill Valley M.C. Inc. — Nazareth Speedway, Nazareth, Pa.

**Entries must be received at AMA on or before August 16.**

**Sept. 7—50 Lap One Mile Dirt Track National Championship (Night)**

Joe Quinn — Indianapolis Fairgrounds, Indianapolis, Ind.

**Entries must be received at AMA on or before August 17.**

**Sept. 13—50 Lap One Mile Dirt Track National Championship**

Agajanian Enterprises, Inc. — Old Sacramento Fairgrounds, Sacramento, Calif.

**Entries must be received at AMA on or before August 23.**

**Sept. 19—20 Lap Half Mile Dirt Track National Championship (Night)**

Agajanian Enterprises, Inc. — Ascot Park, Gardena, Calif.

**Entries must be received at AMA on or before August 29.**

**Sept. 27—Moto-Cross National Championship**

Moto Park, Inc. — Moto Park — Croton, Ohio.

**Entries must be received at AMA on or before Sept. 6.**

**Oct. 4—20 Lap Half Mile Dirt Track National Championship**

Mar-Car, Inc. — Fairgrounds Speedway, Oklahoma City, Okla.

**Entries must be received at AMA on or before Sept. 13.**

# Speedway Programed For Fair

COSTA MESA, CAL. - Championship motorcycle racing will be a new feature of the 1970 Orange County Fair and Exposition, slated for Tuesday, July 14, through Sunday, July 19, at the Costa Mesa Fairgrounds. The announcement came today from general manager Alfred G. Lutjeans.

Champion racers will "pound the ground" on Class A Speedway cycles at the Fairgrounds Arena on Friday evening, July 17, during Fair Week '70.

During the past 10 years the popularity of motorcycling and motorcycle racing has grown rapidly. The R. L. Polk Co. of Detroit, the comprehensive statistical source of the industry, predicts that this year one million motorcycles will be sold across the nation for the first time. California will gain 29% of the market, and Southern California 19%.

"Due to the increasing interest in motorcycle racing and the part it plays in the recreation scene, " said Lutjeans, "it was felt that this should be added to fill out the total entertainment picture at the Orange County Fair and Expo."

Motorcycle racing represents one of a number of new additions to the 1970 Orange County Fair and Expo. Theme of the Fair and Expo is "Country Fun."

# South Bay TT Overcast

By Bill Goodman

SAN DIEGO, CALIF. June 7, 1970 — Despite overcast skies and light morning drizzle, 1700 spectators were on hand to cheer a field of 145 riders, at the Expert M.C. TT races here at South Bay Speedway. This is an all time record of riders for TT racing in the District 38.

The track was in the best condition ever, due to the decomposed granite and adobe composition combined with the light rainfall.

All classes, both Novice and Expert, were featured. Since only two members of the Powder Puff set, Lorri Fuller and Debbie Reon, were present, they participated in the male 100cc Novice class.

One of the outstanding races was between Sal Peluso and multi-main event winner at Ascot, Gary Scott. This took place in the 250cc Expert event.

Back in action this week was 250cc Expert Ray Vanderpool, after missing the cycle races on May 24th. The Vanderpools were having their own race with the stork. Missing the action this week for the same reason was Side Hack racer, Wayne Chapman.

The ambulance crew was pressed into service several times, but luckily there were no serious injuries.

The Speedway at Mesa will be kept busy every weekend during the entire month of June. Hi Boots M.C. will be sponsoring the TT races on June 14th, Mesa M.C. on June 21st and ACA will hold professional open races, both TT and 1/2 mile, on June 28th.

(Results on page 22)

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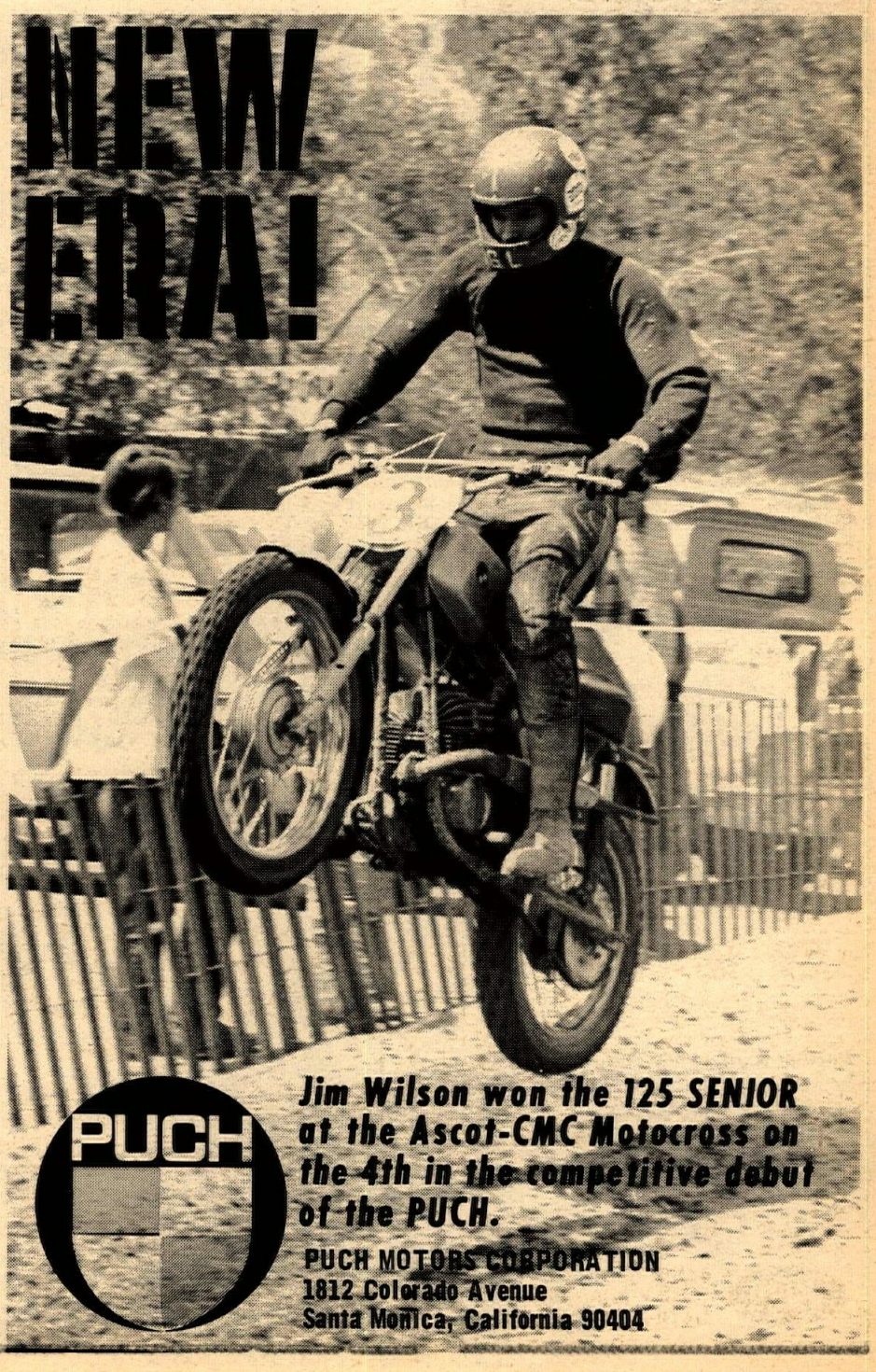

## CMC MOTOCROSS

# NINE MOTOS FOR WILSON AT ASCOT

Out of focus spectators watch almost in focus Husky rider.

GARDENA, CALIF. June 4, 1970 – Apparently smarting from a one point loss to the East Coast Motocross Team last week in Pepperell, Mass., West Coast Team Captain, Jim Wilson, attacked the Ascot course with a vengeance Thursday night, winning a total of nine motos and overall victories in the 125cc, 250cc and 500cc Ex/Int. classes at the weekly C.M.C. event.

For the most part, Wilson came from behind to get the victories, as Tim Hart (Mon.), John DeSoto (CZ) and Scott Sivadge (Yam.) provided competition aplenty. The team captain, who rides the 250cc and 500cc events for Greeves distributor Nick Nicholson, rode an Austrian made Puch in the 125cc class.

Wilson's closest call came in the final moto of the 500cc go, when West Coast Team Co-Captain, Tim Hart, managed to hold off the young rider from Walteria, Calif. until the end of the last lap. But, true to form, Wilson capitalized on one of Hart's infrequent miscues, sneaking under for the wave of the checkered flag.

John DeSoto also gave Wilson a run for his money, as the stocky Hawaiian built up a sizeable lead in the second 250cc moto. But he misjudged a corner and painfully hit his hand against a post. He dropped back to fourth and Wilson went on to win the event.

And speaking of DeSoto, John's 18 year old brother, Ronald, made his first California appearance in the 250 Jr. class. Young DeSoto is the number one 250 rider in Hawaii, and looked every bit the part in his debut on the Ascot turf. He took easy wins in his first two motos, but unintentional course cutting in the final round disqualified him, and he had to settle for third overall.

Ronald moved here last week and is currently living with John and his wife in Long Beach. And for the benefit of you dealers who may be looking for a rider, the Hawaiian champ is in the market for a CZ mount. It's a good bet that Ronald will regularly find his name at the top of the list on the Results page.

Good racing was also plentiful in the 125cc Jr. go, where Jeff Cruzon (Bul), the rider who was taken to the hospital last week with minor injuries, put together a first and two seconds for overall class honors. Yamaha mounted Ken Cooke took second place, while Louie Dunn (Bul) and Jessie Slaton (Bul) pulled down third and fourth, respectively. Cruzon, Dunn and Slaton all ride and/or work for Champion Motorcycles in Costa Mesa.

Don Watkins Jr., the 250cc Jr. Montesa hot shot, found his way into the Ascot pond while leading his second moto. His machine continued to run briefly, and he almost pulled it out. But his friends (?), stationed on the bank, were having none of it and began pelting him with dirt clods and mud. Watkins finished the moto in the water, and, for good measure, pulled a repeat performance on his next ride.

Rider and spectator turnout was off slightly from last week and the week before, although, the event was still a financial success. Better weather and school vacation are expected to boost attendance at forthcoming events.

As in past weeks, an inordinate amount of pit racing marred an otherwise successful endeavor. However, CMC president, Stu Peters, said that from here on out, pit racers would be identified and disqualified from competition. If so, their names will be carried in this publication.

Motocross racing gets underway at 7:30 p.m. next Thursday, with pit gates opening at 5:30 p.m.

(Results on page 22)

Jim Wilson on his way to one of his nine victories Thursday night.


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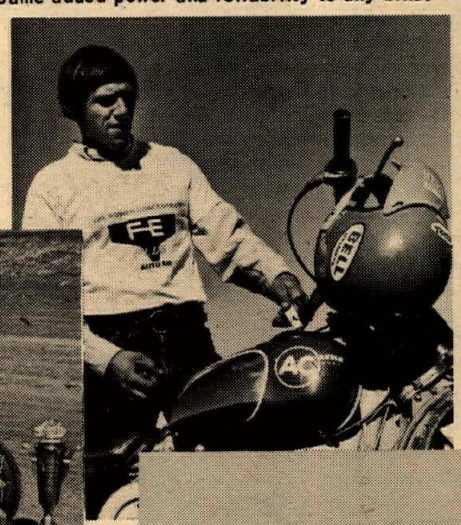

Dusty Coppage recently took two-in-a-row. In TT races at Ascot. And that's a record. He rode a new Yamaha 650. With FE Plus. For better bottom-end torque. And more speed on top. (FE Plus can't take all the credit...but things just might have been different without it.)

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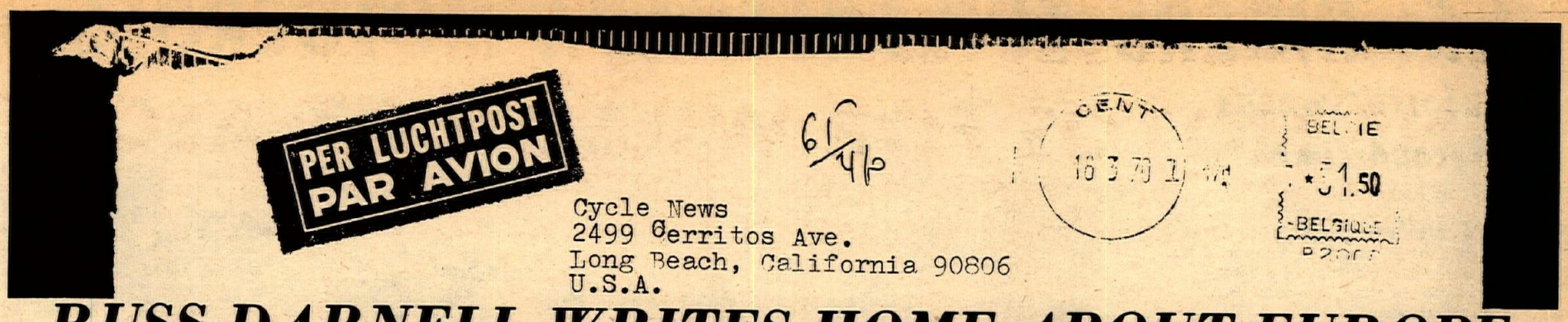


# RUSS DARNELL WRITES HOME ABOUT EUROPE

On Wednesday the 8th of April, we left Gent, Belgium at 10:00 in the evening bound for Barcelona and the Spanish 250cc Grand Prix. By "we", I mean this year my wife Cheri and I are accompanied by my mother and father who are both just retired. My father has come to Europe to do the International and Grand Prix circuits with us, and help me out by acting as mechanic.

When we parted from our Belgian headquarters it was chilly and rainy with some snow. We had been having bad weather since February, and everyone was delighted at the prospect of basking in the hot Spanish sun.

We stayed on the Lille to Paris autobahn for the night to conserve our strength for the ordeal of traversing Paris with two caravans in tow.

We arrived at the end of the autobahn and entered Paris, my dad driving right on my tail to keep from getting lost in the crush. Approaching the first roundabout (where all the streets come into a common circle), we neatly blended into the traffic (kamikazi) pattern, and made our first turn, as smooth as metal in a meat grinder. At our next big intersection, we came upon a slight snarl (grrr) of trucks and cars, and discovered the cause of the congestion to be an upside-down Citroen closely joined by a destroyed Puegeot taxi. The crossing was littered by debris and wreckage of what looked like a 100 mile an hour crash! The scene truly looked like a battlefield in which the victor was not apparent.

On through the myriad streets filled with pushcarts, bicycles, mopeds, cars, and people we went. My dad soon got into the spirit of Paris driving (Banzai, banzai), and we never once lost sight of each other in spite of the quick lane changes and hairy turns we sometimes had to make. Finally getting out of Paris, we stopped for a breather and some lunch.

The rest of Thursday we travelled South on the autobahn towards Marseille. It was a real pleasure to have some sun for a change. About 250 miles south of Paris I suddenly heard a terrible noise from the engine room. It sounded something like $s/s/s/s/$. We got by easy that time because the alternator had just come loose and its cooling fan blades were grating on the mounts.

The next day, however, my dad found that the tail shaft casting on the transmission of his car had broken and all the oil had run out.

There were no Studebaker parts in town so a wild French driver took me and the broken pieces to a huge welding factory nearby.

After about 15 minutes of arguing with the factory manager he agreed to try to weld the parts together. It was really incongruous to see the manager, still in his suit and tie, put on a heavy welder's mask and torch up our parts. Surprisingly it worked and we had no more trouble with the gearbox.

We didn't leave Lyon until 3:00 in the afternoon, so we travelled until late at night, and got to a camp ground near the Spanish border. We were away bright and early the next morning so that we could get to the race that day (Saturday) to practice on the course. We made it to the course at 2:55 in the afternoon, just five minutes before official practice started. Everybody pitched in and I soon had the bike out and running.

I joined the first practice session of the Internationals and learned the course. The track is very demanding. The ground is hard for the most part, with many tricky turns and jumps. The start system was a metal gate which falls away from your wheel when released.

Personally I liked the track. It is similar in feel to some of the Californian circuits, so I felt at home. I felt especially good because of the super weather; hot, sunny, and dry. After practice and qualifications, my dad and I walked the course and he pointed out places where "they" were going quicker. He pointed so often I got a bit dazed.

The next day was Sunday, the moment of truth, so to speak. This was my first Grand Prix. I have been told about how different the GP's are from the International events, how the "heroes" go so much faster than when they ride the Internationals, and how uptight everyone gets before the race. I didn't see it. The race was more important because it paid World Championship points, and all the riders were probably trying that extra bit harder, but other than that it was like every other race I have been to. The top riders were going very quickly, as usual, and the main difference I saw was that there was more competition than you usually see amassed at one event.

The first event got off to a roaring start and I got stuck in a pile-up on the first hill in the dust. I came back down and got another run through the bodies and bikes. I felt on good form, and passed many riders in the following laps. I passed into 14th place and caught Karl Konecny of Czechoslovakia before the half way mark. I pulled out to pass him on the main straight, and as I got beside him I hit a bump which I didn't see in the dust. The bike mono-wheeled on the front end for a second, then it caught another bump and over I went, flat out in fourth gear. The first part of the bike to hit was the rear fender, than I felt the handlebars hit me in the stomach, and I parted company with my machine. Konecny missed me by inches and so did my tumbling bike. I crawled off the track to recover, not badly hurt, but sort of numb, and shaken up. Some Spaniards got my Husky off the course and about three people from first aid came to see if I was OK. Someone handed me a wineskin over the spectator fence, and I drank some of their strong red vino. I have never come off so hard in my life. Cheri was taking pictures just 30 feet from me when I came off, and she and my dad both thought I was going to get killed they said.

As my father was pushing my poor bike back to the cars, we surveyed the damage; broken bars, gas cable torn away, crushed fuel tank, bent crown, and the rear frame section bent down to the wheel. It was a mess. Just then something happed which made me grin. A little Spanish boy, who had seen me crash, came running across the spectator area and asked me for my autograph.

The bike was irrepairable before the second leg started, and so was I. The skin was all gone from my butt and back, and I had a huge bruise from the handlebars hitting my stomach. Also, I was a little frightened after unloading that way.

We watched the second leg, and saw some very exciting action. In the final results it was Joel Robert on Suzuki, Sylvain Geboers also on Suzuki, followed by Torsten Hallman on Husqvarna, and Bryan Wade on Greeves for a well deserved fourth.

I was discouraged by my horrendous crash, but it gradually worked it's way out of my mind until I looked forward to my next Grand Prix. We stayed at the Spanish circuit the night of the race, because we had a whole week to kill before the French 250cc round, and we wanted to visit Barcelona the next day, and just generally lay around and cool it. After doing the tourist bit in Barcelona, and along the Costa Brava on the Mediterranean, we turned east and headed for Pernes-les-Fontaines in Frances where the next race was to be held.

Russ Darnell

Russ Darnell is currently racing in Europe on the International and Grand Prix Motocross circuit. He is supported in his efforts by the American Motocross Team founded by Kim Kimball, Dan Gurney and Joe Parkhurst. A five dollar $5 membership contribution to the team nets you a colorful jacket patch and insures America being represented in the motocross big leagues. Join today. Write to A.M.X.T., P.O. Box 3276, Hollywood, Cal., 90028.

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# U.S. RIDERS TOP ENSENADA MOTOCROSS

## De LaTorre Sweeps For Second Time

By Rich Hoffman

ENSENADA, MEXICO, May 31, 1970 – It was almost a clean sweep by American riders in the 4th motocross of the season, sponsored by the Ensenada Baja Racing Association.

For the second race in a row, Paul De LaTorre went home with three first place trophies, although he had to come from behind to catch Lee Fabry and Oscar Lujan to take the checkered flags.

The 125cc class was won by Oscar Lujan of Mexicali on a 100cc Honda. And not only did he win, but he put on quite a show for the local spectators, riding about half the race on the rear wheel.

The only complaint was the dust. It's just a little scary to come over a jump and not know what you'd find on the other side.

As in past races, the E.B.R.A. officials were more than helpful and special thanks must go to Rolando Cardenas and Hector Sarabia for a well-organized race.

The trophy presentation was held in downtown Ensenada at the Hotel Monte-Mar, with a live band, dancing and "mucho cerveza" for everyone. A special trophy was presented to Laurie Fabry for being the first woman rider to compete with the men on the Ensenada Motocross course.

Encouragement and enthusiasm is plentiful at the twice monthly motocross south of the border.

# scramblin' around

By Maureen Lee

District 37 has a new Secretary-Treasurer, so club secretaries please take note of the change. Following Ben Bok's resignation, Jack Hurley, the ambulance co-ordinator for the District was elected to the office. His address is on the riding number applications, but if you don't have one handy, it's Jack Hurley, 18414 Haas Avenue, Torrance, Ca. 90504, Phone 329-7761. So all correspondence, sanctions, changes of address etc. should be sent to him while I will still handle changes in club delegates and pass on any information to Jack that he needs for his records. We surely wish him well as it isn't an easy job he's undertaken. Ben Bok did a fine job while in office and worked extremely hard before having to resign for personal reason. The District will miss him.

If you think the men working for a District as large as ours have it easy and it's a lot of fun, fun, fun, you've another think coming. It's hard work and they often have to give up doing something they want to do to attend to their duties. Sure, it is fun at times and the satisfaction of putting something back into your favorite sport is enormous but it's still work. At times the Competition Committee really gets it in the neck when they hand down an unpopular peanlty and the squeaking is still going on loudly over their penalties handed down on the Red Dots run but all seven of the men are competition riders themselves, they know the score and what goes on and cheating has become a way of life to some riders and they want to stop it. No rider gets penalized even after the penalty has been set without being invited to a meeting where he can speak for himself. If he's interested enough or has been falsely accused he'll show but in many cases a rider knows he's been caught out and won't show his face which means he's guilty.

Penalties are getting stiffer too, and if you're not familiar with what can happen to you as a District rider, it can range from the referee of the host club disqualifying you for the day (no points or trophy) to his turning your name and riding number along with your infraction to the Competition Committee. If you've really made an idiot out of yourself you can lose points, and even lose the right to ride for a while. The suggestion is now that the District really start going after pit racers. So club referees, you have the right to disqualify any rider for the day by turning his riding number in to the appropriate steward along with the infraction, that you caught him pit racing or if he was really showing off and endangering the spectators and others, turn him in to the Competition Committee. They'll take care of him for you and the life you save may be your own!

Don't forget the big bikes run first at Jack Rabbit scrambles so show up early at Elsinore June 13th, besides it's always fun to listen to the ultra-lights sniveling gently because they have to wait for you for a change!

### BRYANS RETIRES

Ralph Bryans has retired from road racing. It was reported in the British weekly, Motor Cycle News, that he made the announcement after winning the 250 class of the North West 200 on a nine year old ex-works Honda four.

Bryans, who is now 28, was Ireland's first and only world champion. He won the 50cc championship for Honda in 1965.

He said, "The only way to go racing is seriously. I have always done that. But now I have neither the time nor the inclination, so it is time to pack in."

### SCO/MAR MARKETS FE PLUS GAS ADDITIVE & OILS FOR MOTORCYCLES

After winning performances in actual racing conditions, new FE Plus Motorcycle Fuel Additive and Racing Oils, products of Sco/Mar Enterpriese, Inc., are now being sold exclusively through Yamaha dealers.

Initial testing was conducted by Carroll Shelby and Bob Bondurant. The formulas have been used privately by Mike Patrick, Al Baker, Phil Bowers, J.N. Roberts, Dean Hummer and Rulon Gulbransen, in winning at the Mexican 1000, Daytona, the Mint 400 and Orange County AFM races, among others.

FE Plus Motorcycle Fuel Additive sells for $1.00 a tube and treats 12 gallons.

FE Plus 2-Cycle Oil sells for $1.25 a quart bottle.

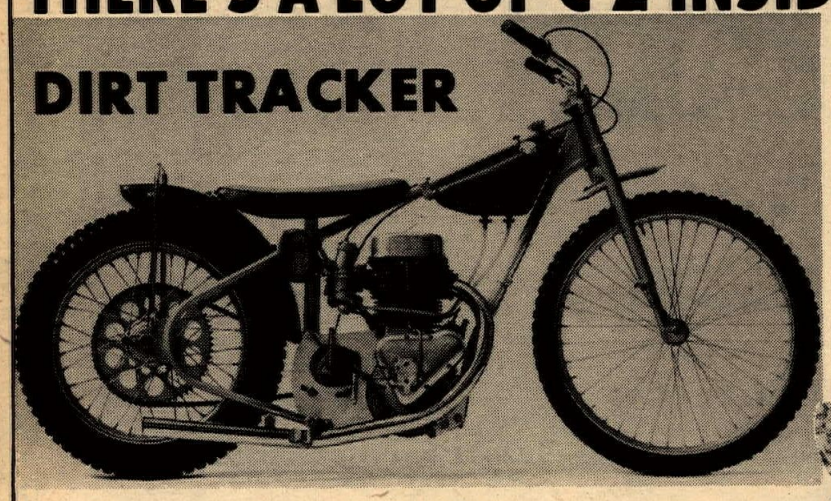
FE Plus Premium 4-Cycle Oil sells for $1.25 a quart bottle.

All FE Plus products are sold exclusively at Yamaha dealers. Write for information to Yamaha International Corporation, Donald J. McGowan, National Distribution Manager, P.O. Box 5450, Los Angeles, California 90054.

### ROCKWOOD ASCOT POINT LEADER

Tom Rockwood has accumulated 555 points at Ascot so far this year and is "out in front" for the season championship. Mel Lacher (H-D) is in second with 382 points, followed by Jim Odom (Triumph), 350 points, and Mert Lawwill in fourth (H-D) with 344 points.


THERE'S A LOT OF C-Z INSIDE AMERICAN JAWA

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# FACTS AND FIGURES FROM M.O.R.E.

Almost overnight, motorcycling has become California's fastest growing form of outdoor sport and recreation. This is largely attributable to the growing need for families to get away from the pressures of day-to-day living and the availability of low-priced, lightweight motorcycles. The tremendous influx in motorcycling came in the sixties. In 1939 there were 13,247 registered motorcycles in California. This figure increased slowly to 57,475 in 1949 and 68,778 in 1959. But, just ten years later had grown to 456,260. Current estimates place registrations at 505,190 in 1970 and an anticipated 976,450 in 1980.

California laws do not require the registration of motorcycles which are operated in an off-the-road capacity. Because most of California's motorcycles are not registered, no-one knows for certain just how many there really are. An independent survey, just completed, indicates a ratio of 1.7 to 1. This equates to an overwhelming 1,364,013 motorcycles within our borders. The same survey reveals that most members of motorcycling families have their "own" machine, with each motorcycle averaging 1.2 riders. This places the estimated number of "direct enthusiasts" in California at 1,636,816, to say nothing of the motorcycling enthusiasts who attend and thrill to spectator events but do not own a motorcycle.

The diminutive size of many of the bikes, as they are called, make them ideally suited for transport to jumping-off points, by pickup, van, or often upon a car bumper. Its relatively low fuel consumption render almost every nook and cranny of the state as readily accessible with mountain trails and the desert receiving the heaviest usage. The survey revealed rider's preferences to be:

| | |
|---|---|
| Trail riding | 86% |
| Desert riding | 61% |
| Street riding | 56% |
| Endurance runs | 53% |
| Moto Cross | 41% |
| Scrambles | 27% |
| Drag racing | 12% |
| Trials events | 10% |
| Road racing | 3% |
| Track racing | 2% |

The rapid growth of motorcycling has already far exceeded the capacity of land-use agencies to provide the necessary facilities for such recreation. Faced with overrun and overcrowded conditions, the natural reaction has been to legislate against motorcycling. Because two-wheeled adventure is either an individual or family oriented way of 'doing your thing', the motorcyclists have been apathetic to any form of organization on a broad scale, even though the motorcyclists represent more than 10% of the entire state's population. Until just recently, organizations tended to be local in nature. But last summer, an organization called MORE (the acronym for Motorcycle Owners, Riders, and Enthusiasts) was launched in Sacramento for the express purpose of making the motorcyclist's needs known to legislative and land-use agencies.

MORE has been warmly received by both the motorcyclists and the lawmakers. MORE maintains a full-time lobbyist to examine each element of all proposed legislation for its applicability and effect upon motorcycling. Occasionally, a law is proposed which is a direct affront to motorcycling, but the usual "bad law" occurs as the result of an oversight or lack of motorcycling comprehension. MORE's lobbyist is also a motorcyclist and this provides the necessary insight for detailed scrutiny of the proposed legislation.

The MORE lobbyist does not charge a fee for his services, however the members of MORE contribute to the administrative expense of operating this state-wide organization by paying an annual registration fee of one dollar ($1). Law requires written authorization before a lobbyist may represent an individual or an organization, and the expense of obtaining and maintaining these authorizations (through registration) is enormous. MORE also travels throughout the state to meet with motorcyclists and land-use agencies for purposes of providing assistance and advice in obtaining recreational facilities. MORE also holds seats on several land-use committees and vigorously pursues to improve the motorcyclist's image in the eyes of the general public.

The survey also indicates that each motorcycle averages 1,747 miles traveled per year. This equates to a whopping 2-1/2 billion miles to be traveled in 1970. Dividing those miles by an average of 40 mpg, indicates that motorcyclists will use an estimated 60 million gallons of gasoline. With a state sales tax of 7¢ per gallon, the State Treasury will be enhanced by nearly $4,200,000 from motorcycle gas taxes. Likewise, the California motorcyclists have spent an average of $820 for each motorcycle and its related equipment. This amounts to a staggering $1,118,490,660. With a 5% sales tax structure, one can readily see another 56 million dollars finding its way into the state treasury. And this does not include the gasoline or sales taxes from supporting vehicles, such as pickups, vans, campers, trailers, etc.

Another interesting statistic is that 56%, or more than a million of the motorcycling enthusiasts are registered voters. Is it any wonder that at long last our legislators and other lawmakers are awakening to the motorcyclist's needs? Now you know why organization is so important.

This Press Release furnished by: Motorcycle Owners, Riders, & Enthusiasts, P.O. Box 26062, Sacramento, Ca. 95826.

RUSS SANFORD, Pres.

# Charity Newsies Half Mile Due This Month

On Sunday, June 28, the action and excitement of dirt track motorcycle racing comes to the Ohio State Fairgrounds in Columbus, Ohio. The event is the American Motorcycle Association sanctioned, 20 lap Half Mile National Championship – better known to everyone as CHARITY NEWSIES!

The history of the Charity Newsie race dates back to the mid-thirites, when the event was merely a well-paying 10 mile event. Then, in 1953, the Newsies received their first AMA National Championship sanction to celebrate their 10th anniversary of racing in Central Ohio. The event, past and present, has always been a sell-out, as thousands of spectators and competitors from all sections of the country flow into the State Fairgrounds to witness flat track racing at its best.

Last year, the race was won by Mert Lawwill, Oakland, California, his second National Championship win of the 1969 season. A few weeks prior to his Columbus win, Mert won his first championship race on the Cumberland, Maryland, 1/2 mile dirt oval.

This year, Mert started his season by winning the Houston Astrodome Short Track race. On May 3, 1970, Mert captured a return win on the Cumberland Oval. If history repeats itself, Lawwill will be the man to watch at the Newsie race.

Since the race has been a National Championship event, three men have written outstanding records into the AMA record book by winning the Newsie event three times each.

Everett Brashear, Beaumont, Texas, was the first. Everett won the premier Columbus event in 1953. In 1955 and 1956, Brashear was again the first man to the checkered flag. Brashear is now retired from competition.

In 1957, a young man named Carroll Resweber, Cedarburg, Wisconsin, won top honors on the Columbus dirt track. He also won the event in 1960 and 1961. Resweber, considered by many to be motorcycling's best racer, now retired, is the only man to hold four AMA National Champion titles. Even more astonishing is the fact that he held them consecutively – 1953-61!

Bart Markel, Flint, Michigan, is the third man to win three Newsie Championships. Markel, a three time Grand National Title holder (62, 65, 66) won his first Newsie event in 1962. He also won the event in 1964 and 1966. Markel's high-and-wide riding style continues to put him in the winner's circle. He can be expected to be among the front runners at Columbus.

Three of Ohio's finest motorcycle racers have also found their way to the winner's circle. In 1958, Dick Klamfoth, retired, became the first Ohio rider to win the Newsie race. A year later, he returned and again won the top honors.

Mansfield Ohio's Ronnie Rall won the 1963 race and in 1965 George Roeder, Monroeville, Ohio, won. In addition to winning, Roeder set the fastest track record of 8:57.60. In 1967 Roeder retired from racing, but he has come out of retirement to compete on a limited basis in the 1970 season. Ohio race fans will be anxious to see if Roeder will enter the "Newsies" event this year.

## FE PLUS MAJOR BAJA 500 SPONSOR

SCO/MAR Enterprises, Inc., distributors of automotive and motorcycle chemical products, has posted $2,300 in contingency awards for winners of NORRA's Baja 500 race June 9-12. According to Mort Marcus, executive vice president of SCO/MAR, $250 will be awarded to the top man in each of the eight Baja categories, plus an additional $300 to the overall winner. The awards will be contingent upon use of many of the five different FE PLUS products with display of decals on the winning cars and bikes plus the signing of a release. The five FE PLUS products consist of: automotive fuel additive, automotive oil additive, two motorcycle premium blended racing oils and motorcycle fuel additive. Products, decals and releases will be supplied in the driver's kit supplied by NORRA to each contestant.

According to Ed Pearlman, President of NORRA, this marks SCO/MAR's first effort as a major race sponsor. SCO/MAR in an effort to help promote the sport of off-road-racing has supplied colorful FE PLUS racing banners which will be displayed at the starting line, the finish line, and all checkpoints in-between. Carroll Shelby, SCO/MAR's racing team advisor, stated that the FE PLUS van will be located by the start and finish lines of the race for consultation and refreshments. Bob Ryle, SCO/MAR vice president, Ken Cargill, SCO/MAR general manager, Randy Williams, SCO/MAR motorcycle technical advisor, and Len Shirley SCO/MAR automotive technical advisor will be on hand to lend assistance.

# Advice & Answer Corner

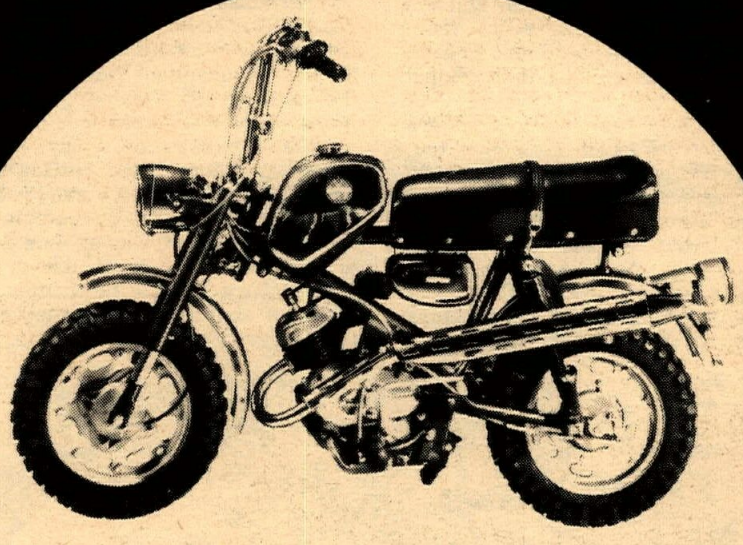
**By ESMERELDA KRITCHIE**

Dear Esmerelda: I know you have raised a lot of kids, some of them boys, so I am writing to you as a last resort about a problem I am having with my oldest son. He isn't too bright but he hasn't been a lot of trouble up until a couple of months ago. First he started to let his hair grow real long and then he grew a straggly beard. Then he started wearing boots and leather jackets and he wouldn't change his underwear everyday. Pretty soon he saved up his money and he bought himself a motorcycle and just kind of went wild. He rides that thing real crazy. Just the other day, he was messing around in the driveway, trying to do a "wheelie" on his motorcycle and the fool thing tipped right over backwards and fell right on top of him. Lucky thing he wasn't hurt. I'm at my wit's end. Can you tell me what I can do with this boy? (Distraught)

*Dear Distraught:*

*Tell him he ought to shift his weight forward a little more.*


THE WINNER DOES IT AGAIN!



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*State laws are subject to change and can vary. Check with your local vehicle registration bureau.

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# Trojan Speedway: Birthplace Of Champions

By Maureen Lee

It's not a very big track. Or fancy looking, for that matter. And on chilly nights, at the little track beside the Long Beach Freeway, spectators get pretty cold. But Trojan Speedway has seldom lacked for business.

When motorcycles started running there, it was known as South Gate Speedway, and some of the old die-hard fans who have been going there for years still refer to it as that. Old names have a habit of lingering on.

The American Cycle Association ran short track races at first, but the ACA gave up, and Trojan Enterprises – the people responsible for the Long Beach Arena Indoor races – took over, and the name was changed officially to Trojan.

It wasn't long, however, before they felt a financial pinch and for a short while the track was dark except for weekend car racing. Then Rene Armenta took over track management and the ACA came back into the picture.

For a while everything went smoothly; the riders were turning out in even greater numbers and there were plenty of spectators. But again, things started happening. Seasons changed, the crowds thinned, and track management and Wes Cooley, head of the ACA, had a disagreement. Again there were some dark weeks for the little Speedway.

Then Armenta decided to try AMA Sportsman sanctions for the races. With the Playboys M.C. as flagmen and District 37 President, Jean Carter, acting as referee everyone was off racing again. But the same thing happened: Weekly expenses were far outweighing what was coming through the gate, and the AMA sanctioned programs were dropped.

Armenta decided to throw hiw own races and things once again got off the ground. In 1968, he added a small TT course, building a jump, a tiny snaky section in the infield, and using part of the short track for sweeper turns and the straightaway. This was very popular, and for a while there were enough customers to warrant two nights of motorcycle activities per week, TT and flat-track. But this eventually dropped off and was combined into once-a-week, Thursday night (then moved to Friday), program.

For a few weeks even the ladies showed up, and a Powder Puff class ran, bringing in extra spectators to see girls ride on an actual track. But two things stopped that. Lady racers depend on husbands to work on their bikes, and the machines weren't always ready from week to week. Women also tend to have babies, thereby shortening their riding careers.

When Speedway returned to Southern California, Trojan saw some of that, too. But the bandwaggon was boarded a little early. It was costly to convert the track surface back and forth each week from a semi-speedway surface to one where cars could run. And while Whiteman Stadium was booming in the Valley, there still weren't enough speddway machines or riders out to support two tracks.

Even before the walls were filled with ads, the turns were filled with riders.

Most of the JAP owners were still waiting to see if the sport would take hold, before breaking their bikes out of storage. So Speedway folded at Trojan.

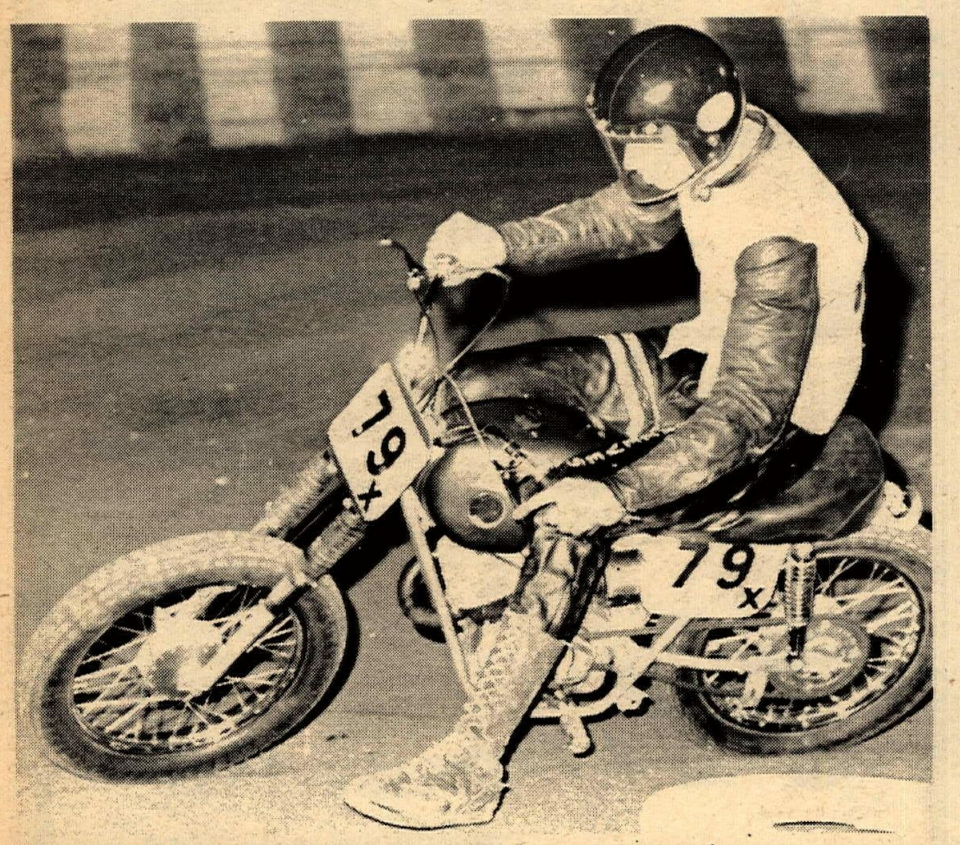
It was at Trojan, though, that some fans saw their first Speedway bike, when Wes Cooley brought out one of his rather ancient machines, with Jim Doron riding during intermission. Doron, at the time, was one of the few riders around who knew how to lead with the rear wheel.

So over the years the track has had its ups and downs. But one thing it never lacked was riders, and some of the nation's best have cut their racing teeth at Trojan, gaining valuable track experience. You can ride scrambles or desert until you turn blue, but if you intend to be a track racer it's track racing you need.

One of the most famous of the riders who once called Trojan home is Keith Mashburn. While he and Dave Smith were still in high school they would ride 50cc bikes there every week, Keith on a Honda and Dave on a Tohotsu (remember those?) And when the ACA did away with the 50 class for lack of entries, the buddies moved up onto 100's. Keith went all the way, graduating up to a 250 Greeves and really learned to slide the turns. When the day came for him to turn to Class C he was an excellent Novice and became the nation's top Amateur. Dave moved more in another direction, becoming a creditable road racer.

Who can forget the battles between Lee Stumpenhaus and Steve Scott in the 250 Expert division, or watching young Al Baker, who grew up as a desert racer, taking to the track like a duck to water? Rick Woods is another Trojan alumnus and always had the crowd on their toes. Not to mention the current number two pro rider, Dave Aldana. Right now there's a youngster by the name of Jimmy Raymond who's following along the path of the famous one before him.

It is tracks like Trojan that keep the sport going, giving the beginner a place to try his wings, and we'd hate to see the day come when there are no longer places like it.




Motocross star Gary Bailey even gave Trojan a go at one time.

Dave Aldana, currently number three in National Points Standing, is shown aboard the Suzuki 50 that he raced at Trojan.

# CALENDAR

(Continued from page 2)

SCRAMBLES by Oasis Scramblers M.C. and Lions Club at Fallon (Nevada) Fairgrounds. AMA sanct. Signup and practice, 5-7 pm, racing at 7:30. Entry $2.50, admission $2 for adults. 3 number plates, valid AMA and sportsman card.

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

## SAT. & SUN., JUNE 20 & 21st

MOTOCROSS by High Sierra M.C. at Mammoth Mountain. Entries close June 6. Entry fees – $5.00 Jr. and $10.00 Sr. Mail entries to High Sierra M.C., P.O. Box 482, Mammoth Lakes, Ca. 93546.

## SUNDAY, JUNE 21st

ENGLISH TRIALS by Bakersfield area PITS, near Lake Isabella, limed from Isabella and Weldon on Hwy 178. Post entry $1 for women, kids and minibikes. $3 for Am/Ex/Nov. Signup 8:30 to 9:30 am. Spark arresters a must. Camping available, bring water and gas. Info: (805) 366-5236 or (805) 871-0632 or write Doug Higgins, 1117 Meadows, Bakersfield, Calif.

HARE SCRAMBLES, 3rd annual 100 miler by 100's M.C., Limed from Hwy 58 and Fort Irwin Rd., Barstow, Calif. AMA District 37 points, finisher pins. Raised banner, LeMans start. Entry $3.25.

TT RACES by Mesa M.C., at South Bay Speedway, south of San Diego and Chula Vista on I-5. Follow lime and signs from Main St. offrmap. $2 post entry. Race 11 am. Info: (714) 426-0172.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6 pm, practice at 7:30 pm, races at 8 pm.

MOTOCROSS by Ensenada Baja Racing Association, 2 miles South of Ensenada. Entry $3. Info: Rolando Cardenas, Radio XEDX, Ensenada, Tel. 8-3155.

MOTOCROSS by Simi Valley M.C. at Bay Mare, limed west of Moorpark on Route 118. AMA Dist. 37 points. European style, 15 min. motos. Sidehacks and Powder Puff. Signup at 7 am, first race at 9 am. Post entry $5, Dist. 37 entry mailed to 19856 Vanowen St., Canoga Park, $3. Mail closes June 15.

TT SCRAMBLES by Mile High M.C., 7 miles south of Prescott, Ariz. on Black Canyon Hwy. $1.50 post entry. Practice at 11:30 am, race at 1 pm. Info: (602) 445-0315.

MINI BIKE ENDURO by Mini Bike Enduro Assn. 45 miles long. Info: (714) 828-3790.

POKER RUN by Modesto M.C. in Modesto. Signup starts at 9 am at club house on Culpepper at Blue Gum Ave. AMA sanct. approx. 75 miles. Chicken dinner at finish. $2.50 entry.

SCRAMBLES, 3rd Archie Clark memorial event, by Lodi Elk's Lodge 1900, at Lodi Cycle Bowl. Practice 9-11 am, race at noon. Entry $2, admission $2. All proceeds to charity.

## FRIDAY, JUNE 26th

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl, night races. $2 entry, AMA Sanct. Admission $2, kids under 12 free. All classes. Info: (209) 368-7182.

LEGISLATIVE MEETING between reps of motorcycling and government officials 7:30 pm at Melodyland Theater, across from Disneyland in Anaheim. Public invited.

## SATURDAY, JUNE 27th

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

AMA PRO HALF MILE, at Clovis Rodeo Grounds, 10 miles N.E. of Fresno, Cal. $600/40%. Trials at 7 pm races at 8:30 pm. Info: (408) 438-3210.

## SAT. & SUN., JUNE 27 & 28th

SCRAMBLES, 3rd annual All States Championship event by Dirt Diggers M.C. Mail entry, including admission, $5 to 19308 E. Aguiro St., Rowland Heights, Calif. 91745. Mail entries close June 20 and official club entry blanks required. Post entry $5 plus admission. No overnight camping, no mini bikes. Small bikes run Sat., big bikes Sun. Course off San Diego Fwy on Ave. Pico, north of San Clemente.

## SUNDAY, JUNE 28th

SCRAMBLES by Nevada Trail Blazers M.C. at Sparks, Nev. Limed from I-80 and Pyramid Way. AMA sanct. Three number plates and AMA card required. All classes, $2 to ride or watch. Signup 8-11:30 am, race at noon. Info: (702) 358-8141.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

TOUR by Pacific Coast Honda to Solvang, Calif. 350 miles, surf, lunch and fun. Meet at P.C.H. in Lomita, Calif. at 8am.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6pm, practice at 7:30 pm, races at 8 pm.

TT SCRAMBLES at Sunny Valley Speedway, 14 miles north of Grants Pass, Ore. Practice at 11 am, race at 1pm. Smooth 1/2 mile course. Info: (503) 476-4018.

HARE SCRAMBLES by Desert Knights M.C. Limed from Red Mountain area (Hwy 395), 10 miles N.E. of Trona Road. AMA Dist. 37 points. Dead engine start at 9am. $3.25 entry. Two loops approx. 40 miles each. Trail bikes all the way.

## SATURDAY, JULY 4th

AMA PRO SHORT TRACK at Cow Palace in San Francisco. Concrete track. $1200 purse. Warmups at 6:30 pm, races 8:15 pm. Info: (408) 438-3210.

MOTOCROSS, third annual Fire Cracker Grand Prix at Saddleback Park. Top Europeans compete. FIM sanct., $2000 purse. All competition cards accepted. Practice at 9am, race at noon. Entry $10 International, $7.50 Nat'l Sportsman. Info: (714) 460-1281.

MOVIES by Invader Vickie at Desert Racing Event if any club picks up meet dropped by Desert Foxes M.C. 4200 ft. of various Dist. 37 desert racing will be shown at Invaders M.C. pits on Sat. night after race.

## SAT. & SUN., JULY 4th–5th

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria (Calif.) Speedway, one mile N. of Santa Maria on Hwy 101. AMA Dist. 35 points, double points if ride both days. First race at noon, all classes, 3 number plates req. Camping at speedway, entertainment Sat. night. Info: (805) RE 4-5803.

## SUNDAY, JULY 5th

MOTOCROSS at White Rock Motorcycle Park near Sacramento. Second race in the Viking series, featuring Europeans top riders. FIM Sanct., all pro competition cards accepted. $1500 purse. Entry $10 International, $7.50 Nat'l Sportsman. General admission $4. Races start at noon. Info: (714) 460-1281.

## G.E.M. PRODUCTS ENTERS CYCLE PARTS FIELD

The leading maker of high-performance 2-cycle engine parts for the snowmobile and go-kart fields has announced its expansion into design, production and marketing of a similar line for motorcycles.

The firm, G.E.M. Products, Inc., Carol Stream, Ill., has completed design and tooling for some 40 new cycle products and a catalog is near completion according to the firm. Included in the line will be a broad range of reed cage adapters to improve fuel-charging and performance of the piston port timed engines on many popular cycles, plus pumper carb adapters, high compression heads and other accessories.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3rd ANNUAL
ALL STATES CHAMPIONSHIP SCRAMBLES
JUNE 27th & 28th

Sat., June 27th
50-250cc all classes & powder puff

Sun., June 28th
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Mail Entry opens May 18, closes June 20
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Includes two adults & 2 children admission tickets
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You pay your own admission
Mail Entry to:

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Rowland Heights, Calif. 91745

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"WORLD'S TOP RIDERS"

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July 5th — Sacramento International Motocross
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# NEW RULES GOVERN M.C. TAX REPORTS

By Robert O. Fee

Motorcycle Clubs exempt from the California Tax now have new and more stringent rules for reporting their activities to the Franchise Tax Board.

In the past, tax exempt cycle clubs handling less than $25,000 annually have been required to report their finanacial details only on request, and their change of status (address, Board of Directors, by-laws, etc.) annually. Clubs for the most part, however, have ignored their tax and reporting responsibilities and in turn have been largely ignored by the State. In 1969 the State Legislature enacted a series of laws regulating exempt organizations that brings this particular example of laissez faire to a screeching halt.

The Franchise Tax Board recently mailed an information brochure to all California organizations listed as exempt by the Franchise Tax Board or the Federal Government to explain the legal changes affecting the exempt organizations. Also included was a questionnaire to obtain information to update the State's records. The Franchise Tax Board is painfully aware that a large percentage of organizations listed as exempt in their files have passed out of existance. The wording used in the publication indicates that the State is exchanging information with the Internal Revenue Service in order to find the "live" ones and both groups will be able to extract more revenue. "Thar's gold in them thar hills," can be translated to read, "There's money in some of those clubs, baby!"

Most of the enactments were continued in Assembly Bill 2267 and Senate Bills 300 and 1127. Here is a summary of the changes as they affect motorcycle clubs organized and exempt as social and recreational groups.

### REPORTING REQUIREMENTS:

1. Clubs required to file calendar year returns for 1969 are still subject to the old law. The new forms described below may be used for 1969 calendar returns but no fees are required. The first returns, reports or statements due under the new law are for organizations with fiscal years ending on or after January 31, 1970.

2. Clubs which have either $10,000 or more in gross receipts or assets of a fair market value or $10,000 or more at the end of the year are required to file information returns.

3. For the expanded information return filing requirements, a new form (199) must be used for income years ending after December 31, 1969.

4. Clubs having less than $10,000 of gross receipts and assets must now file an annual information report on Form 199SF. This report is similar to the Internal Revenue Service Form 990SF, but Form 199 will be accepted in lieu of Form 199SF.

5. Other than Page 1. the remaining parts of Form 199 may be substituted with the Internal Revenue Service Form 990 or in the case of clubs sponsoring Charitable fund-raising events, a completed copy of the Registry of Charitable Trusts Form CT-2.

### ABOUT THE AUTHOR

Bob Fee is an active motorcyclist and widely known in road-riding circles as a CYCLE NEWS Correspondent. His articles have appeared in these pages since 1962.

Mr. Fee is an Income Tax Practitioner graduated from Union Institute and known to the Internal Revenue Service since 1961. He is the appointed attorney for tax matters for several motorcycle clubs and has built a thriving tax practice over the years.

### NEW FEES:

Even if your club is exempt from the tax, the squeeze is on – it's going to cost you just to file the form.

1. Clubs required to file an annual return or report must pay an annual fee of $5. If the filing fee is not paid on time, the penalty is 100% or pay $10.

The first due date of returns or reports with fees is June 15, 1970 for clubs with fiscal years ending January 31, 1970 and thereafter.

2. Clubs required to file a return which do not file on time are also subject to the minimum franchise tax of $100 for late filing of the return.

Extensions of time for filing the return, report or statement may be granted for good cause. Request your extension of Form FTB 3504. The maximum extension is six months from the original due date. But take note; good cause is such things like the treasurer drops dead or lightning destroys the books, etc. It doesn't include ignorance of the requirements or inconvenience.

### PENALTIES

The penalties are fairly stiff for the club that values its limited liability provided by the Corporate status. The minimum Corporation Tax in California is $100. And the minimum is minimum – even if the club is totally inactive or disbanded, unless it is legally dissolved, the officers of record could be assessed that tax.

1. If an exempt organization fails to submit a return, report or statement on time, or pay the filing fee, it's exemption from tax may be revoked or, in the case of a corporation, the corporation status may be suspended or forfeited.

2. Failure of an exempt organization to complete and return the questionnaire will result in revocation of the organization's exempt status.

"Those clubs not receiving the pamphlet or failing to complete and return the information questionnaire, can reasonably assume that their corporate and/or exempt status will be terminated by the end of 1970." (Statement of Franchise Tax Board official during interview April 20, 1970)

Any club who has recently incorporated can attest to the high cost of attorneys which makes the loss of Corporate status penalty a costly one.

Exempt clubs should waste no time in completing and returning the questionnaire to the Franchise Tax Board. Copies can be obtained by writing directly to the board, care of Exempt Organizations, 1025 "P" Street, or by telephoning the author at 213/ED 5-9133, 9-5 daily except Monday.

Judging from the hints of information exchange with the Internal Revenue Service, it would be a very good idea to get squared away with "Uncle." One of the questions on the questionnaire is "What is your status with the Federal Government?" That item alone opens a whole new box of headaches which will be covered in a future column. The next subject is for those clubs who wish to become incorporated and/or tax exempt – it's no longer simple.

# Staten Leads At Deadmans

DEADMAN'S POINT, CALIF. May 31, 1970 – After Sunday's third race in the current six race motocross series, Rex Staten, the young 250cc Jr. Ossa hotshoe, leads the field with a total of 3600 points.

Staten has won nine out of his nine series' motos.

Jim Hoover, riding a Hodaka and a Yamaha, picked up overall wins in 100cc and 250cc Jr. competition and now ranks third in total series points behind Staten and Gary Whitehead. Hoover won two of his motos in the 100cc division, but had to be satisfied with only one victory in Div. II of the 250 class, in a closely contested battle with Husky mounted Whitehead.

It was another Gatorade day at this desert course near Victorville, but 137 riders braved the heat to ride in nine different classes. The first set of motos was run for eight laps around the tight little course, but due to the heat and time, the last two sets were cut to six lap events.

Promoter Bob Dressler has his water truck in fine working order: In such fine order, in fact, that many riders found their engines stalled after going through the super slimey mud hole. Dressler had changed the course slightly for this week's event, and "Point" regulars found the track faster than usual.

Some of the best racing of the day came in the combined 250-500cc Sr. motos. CZ mounted Larry Mulock managed an overall 250cc victory, but not before a close battle with Don Watkins Jr. (Montesa) and 500cc class winner, Tom Horton (AJS). Where other riders tend to "sky" off The Point's jumps, and land on their rear wheels, Mulock has a knack of obtaining tremendous distance and landing flat. Capitalizing on this and other tricks of the motocross trade, Mulock captured two of his three motos.

The events were run smoothly, and the last moto had been completed by 4 pm.

From the course, riders and their families journeyed some 100 yards to the local saloon for beer drinking, trophy presentation, and – most important of all – bench racing.

The next race in the series is set for June 21, with the fifth contest slated for July 5, and the final go on July 19. Top point man in the series will receive $200, with second place getting a new mini-bike. Series' class winners will receive a Yoder full-coverage helmet, with second place finisher receiving a $10 gift certificate.

(Results on page 22)

# Mexican Race Set By CMC

The up coming Ensenada 500 looks like another big one. The Mexican motocross will be presented by the California Motor-Sport Club in conjunction with the Ensenada Chamber of Commerce and the Baja Racing Association.

The two day event will be on July 25 and 26. Practice will be on Saturday afternoon, and all classes will race on Sunday. The CMC has laid out the course on a hillside near the ocean and camping will be near the course on Friday the 24th through Sunday the 26th.

Expert riders will be competing for a $500 purse, and Juniors and Intermediates will compete for trophies.

The entry fee is $5 per class and blanks can be obtained at CMC events or by writing P.O. Box #1402, Costa Mesa, California, 92626. Only mail entries will be accepted, and the closing date is midnight July 10. CMC membership is required, and there will be no entry fees refunded or transferred.

Pie plate number plates will not be acceptable nor will numbers that cannot be easily read. There will, however, be a trophy for the best looking set of number plates, as well as one for the best looking bike.

Saturday's practice will be followed by a riders parade through town and then a bar-b-que on Saturday night complete with a mariachi band. Sunday's race will be televised and prize money and trophies will be presented after the race.

This will be the first annual Ensenada 500, and provided that everyone behaves himself south of the border, there will be many more.

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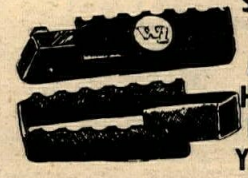
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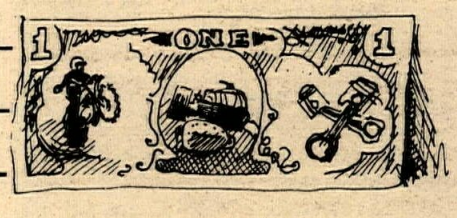


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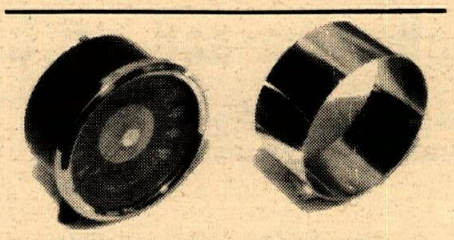

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